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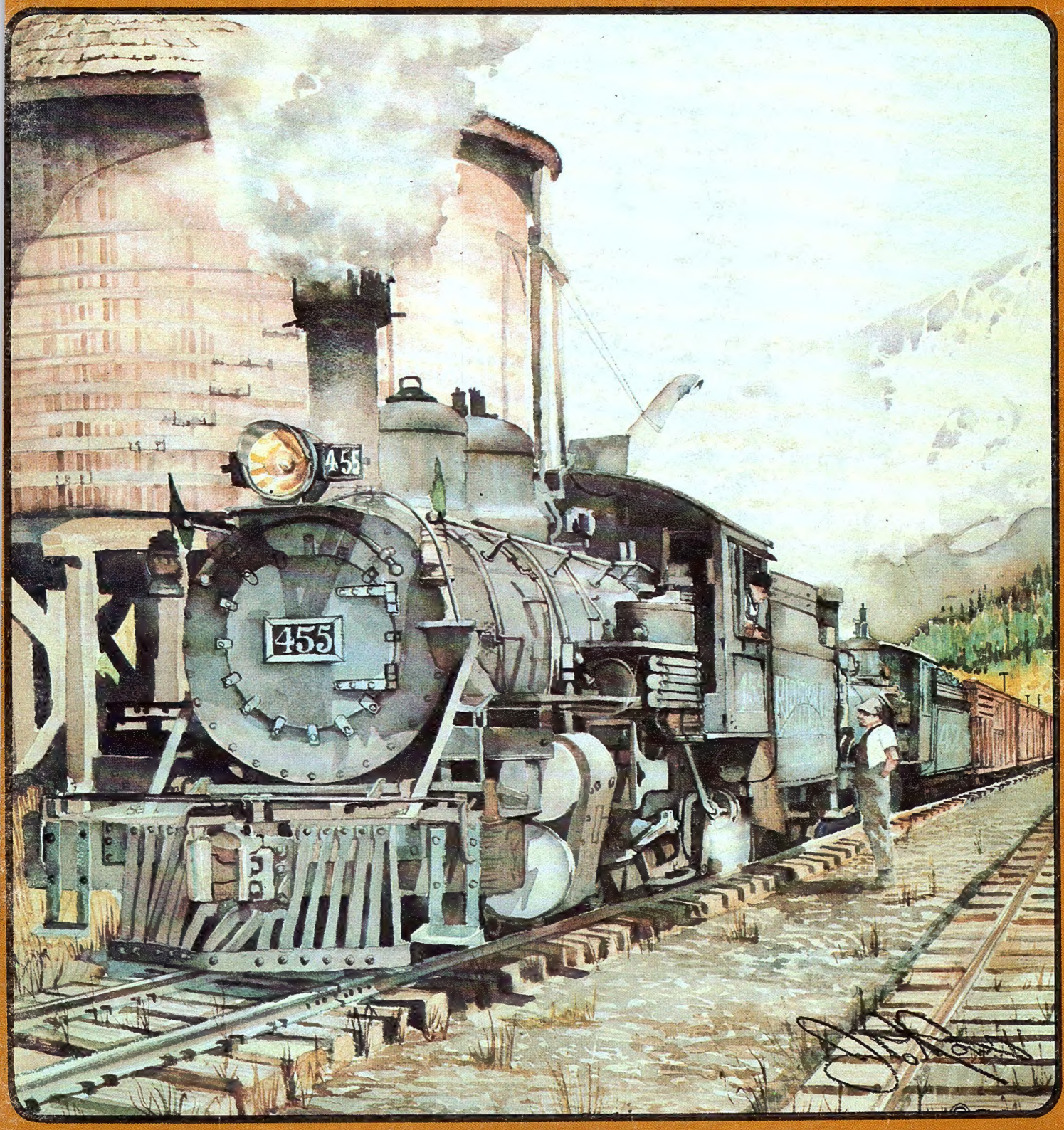

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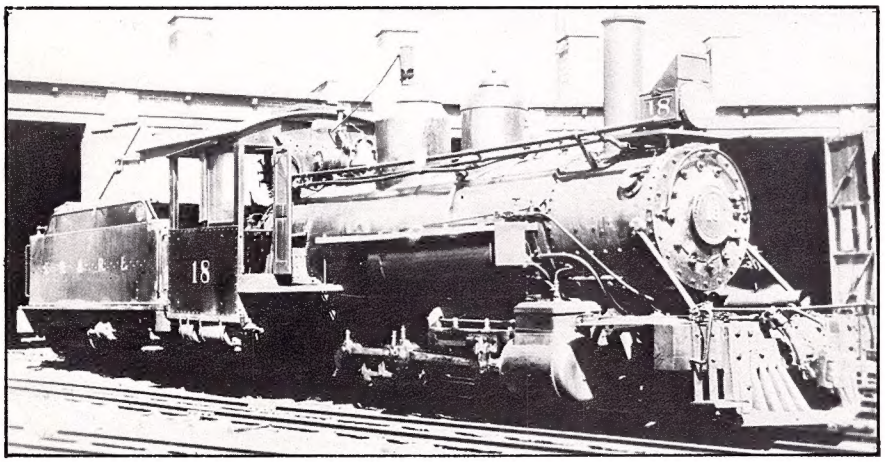

No. 18 - with Snow Plow will be at your dealer in the spring.

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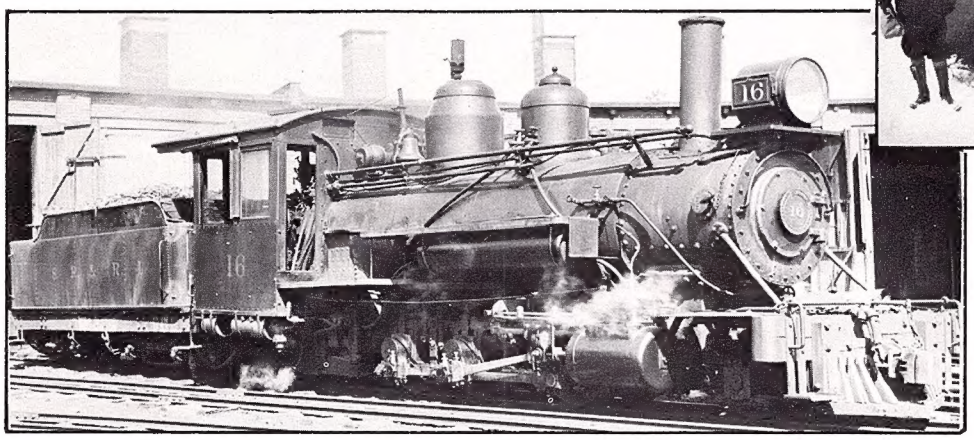

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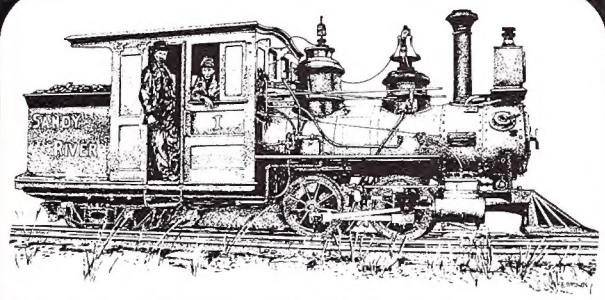
March/April 1979 Volume 5 No.1

(ISSN 0148-2122)



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The NARROW GAUGE and SHORTLINE GAZETTE is published bimonthly in March, May, July, September, November and January by **Gazette Publications,** One First Street, Suite C, P.O. Box 26, Los Altos, CA 94022.

SUBSCRIPTION RATES

United States Rates
2nd class mail ..... $12.50 per year
1st class mail ..... $20.00 per year
Foreign Rates (including Canada)
Surface ..... $15.00 per year
Air, Canada ..... $22.00 per year
Air, Europe ..... $25.00 per year
Air, Pacific ..... $29.00 per year

(U.S. funds please)

DEALER INFORMATION
Dealers write for dealer terms directly to **Gazette Publications,** P.O. Box 26, Los Altos, CA 94022 U.S.A.

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One First Street, Suite C
P.O. Box 26
Los Altos, CA 94022

All correspondence should be sent to the above address.

Second Class postage paid at Los Altos, CA 94022 and at additional entry offices.

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COVER

Jan Rons is a commercial artist. In addition to building exquisite Sn3 models he enjoys painting watercolors of narrow gauge railroad subjects. Jan has painted several beautiful pictures which he offers for sale. This months cover is an outstanding example of one of Jan's paintings. It shows RGS K-27 #455 at rest.

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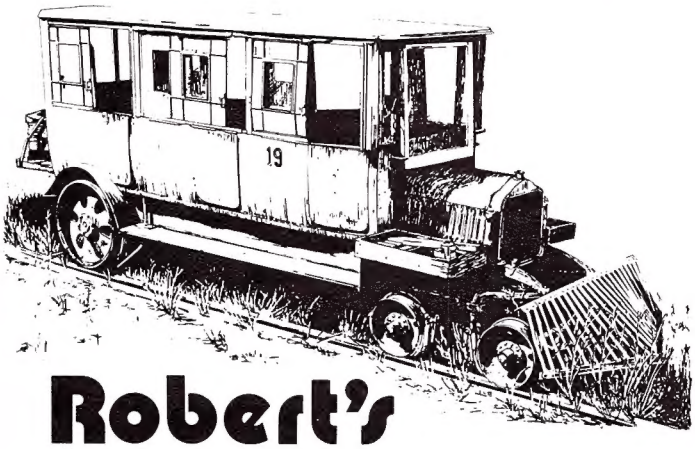


Robert's Ramblings....

I want to thank all of you who sent in material on the East Broad Top. I have enough material for several more articles. I also want to thank all of you who offered material. Please send it in and the EBT can become a regular visitor to the pages of the **GAZETTE.** I still have many old vintage views of the line for the future. I know that Joel Autland's tour of the present day line will inspire many outings to the EBT.

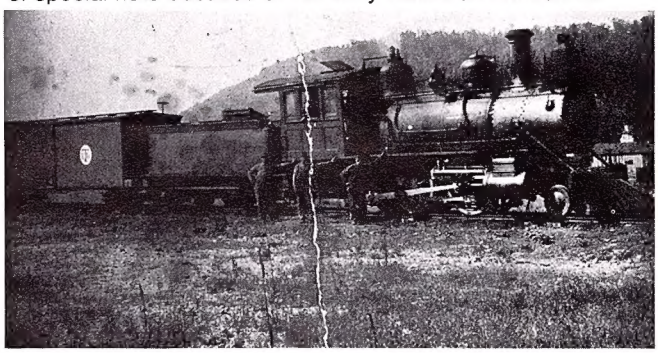
Space is so tight in this issue that I am going to use this space for a list of additional articles and plans on the EBT compiled by Joel. If you have anymore let me know.

Date	*Book or Magazine*	*Notes*
1953 (Nov.)	**TRAINS & TRAVEL**	Photo essay, 19 pages.
1960 (May)	*A Quick Review of the East Broad Top*	An official publication of the EBT on its reawakening on June 25, 1960 (38 pages).
1960 (July)	**TRAINS**	EBT to Run Again, 1 page.
1960 (Dec.)	**TRAINS**	Revival of Tourist Operation, 6 pages.
1961 (Sept.)	**MODEL RAIL ROADER**	Gantry crane in Mt. Union yards, 1 page, Plans: Mikado #16; Wood-sheathed caboose; Coach #10; 30 ton hopper; Wood sheathed boxcar.
1962 (Jan.)	**MODEL RAIL-ROADER**	The coaling station at Orbisonia, 1 page.
1971	*A Ramble into the Past on the East Broad Top Railroad*	A souveneir booklet by Frank Kyper, 63 pages.
1971 (Dec.)	**MODEL RAIL-ROADER**	Model railroad track plan, 3 pages. Misc. information, 6 pages.
1973 (Jan.)	**NMRA BULLETIN**	Six miscellaneous articles with many photos, 24 pages.
1974 (Feb.)	**RAILROAD MODEL CRAFTSMAN**	35-ton triple hoppers, plans, 3 pages.
1974 (Feb.)	**RAILROAD MODEL CRAFTSMAN**	Modeling an EBT Caboose, plans, 4 pages.
1975 (Nov.)	**RAILROAD MODEL CRAFTSMAN**	EBT Mikados #14 & #15, plans, 7 pages.
1975 (Winter)	**RAILFAN**	Article on the EBT 1954-1956, operation in those years and final days, 10 pages.
1975	*Great World of Model Railroading*	16 pages describing the EBT in 1975.
1978 (July)	**RAILROAD MODEL CRAFTSMAN**	EBT steel boxcars, plans, 4 pages.
1973	*Logging Railroad Era of Lumbering in Pennsylvania* (Book #13)	Benjamin F.G. Kline describes logging railroads operating off of the EBT. (pages 13-102 to 13-104).
1975 (Winter)	**RAILFAN 1, #5**	Orbisonia Obsession by John Krause.
1978 (Dec.)	**LIVE STEAM**	Conrad Milster, Winter Weekend on the Narrow Gauge. 6 pages.

Charlie Given's series "Straight Talk About Bent Pipes" is not in this issue. I had a chat with Charlie and he felt that since all the easy material had been covered in his column he would like more time to develop new material. So Bent Pipes will appear every other issue. The next installment will be in the May issue.

Bob Brown

This photo of an early EBT train was sent in by Dave Johnson. It is of special note because of the early herald on the boxcar.



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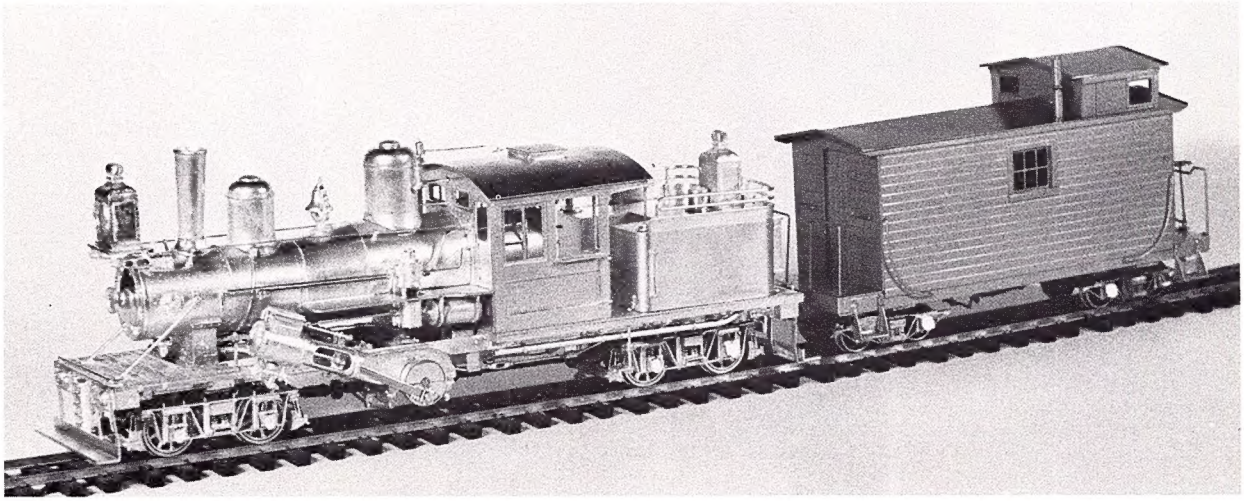

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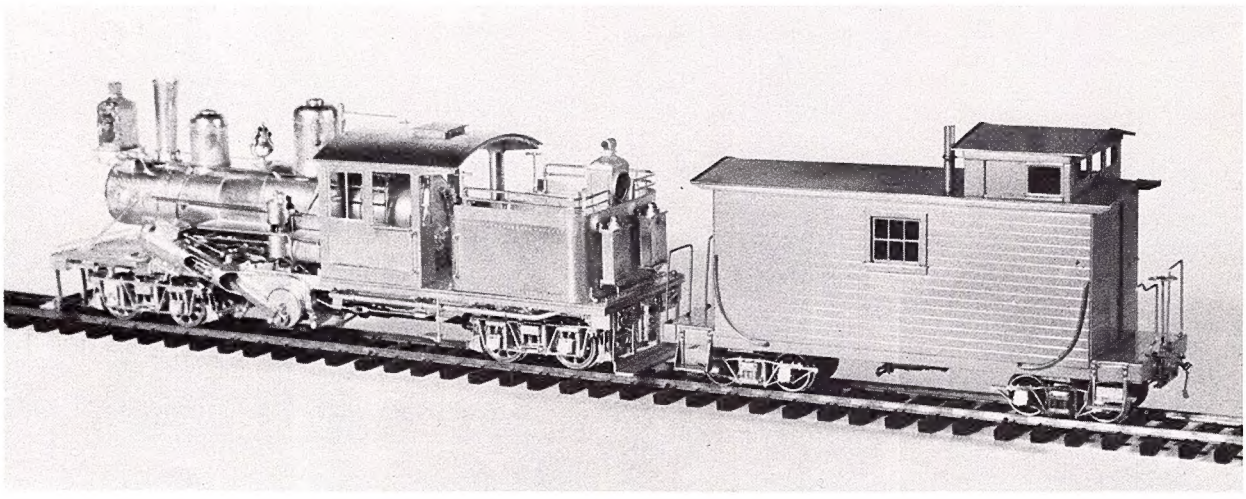

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The Pigeon Hole

Dear Sir,

About a year ago I rekindled my interest in the fascinating hobby of model railroading. I continue to be amazed at the current advances in the state of the art – particularly in narrow gauge. I soon discovered that one of the *best* advances in the state of the art is the **NARROW GAUGE GAZETTE.** I look forward to reading each issue and hope it continues for many years to come.

Back in 1941, I read an article in the **RAILROAD MAGAZINE** called "Sunset on the Narrow Gauge" which contained a brief account of the E.B.T. during the war years. I could only dream of riding the little road, but in 1946 I wrote them and ran the *First Postwar excursion over the East Broad Top.*

Thanks to you and your staff for making such an excellent magazine as the **GAZETTE** available.

Regards,

Fred Donaldson
Gautier, MS

I have included Fred's original letter from the E.B.T. in the next column. Imagine renting a whole railroad for $69.00. [ed.]

Dear Sir,

I enjoyed your article in the current **GAZETTE** regarding the Proctor & Gamble railroad operation – BUT you really misled me at first regarding your use of the term "the" locomotive in the picture captions. This would certainly indicate that one locomotive is involved, while actually there were at least 3 and each of your pictures is of a different one! And if I was led astray I know others may well have been – no question.

But anyway,

E.N. Lovejoy
San Francisco, CA

Gee, I'll watch myself in the future. [ed.]

Dear Mr. Donaldson,

We have your letter of August 12th and note that you have definitely decided to engage a Special Train for Sunday, Sept. 15, 1946.

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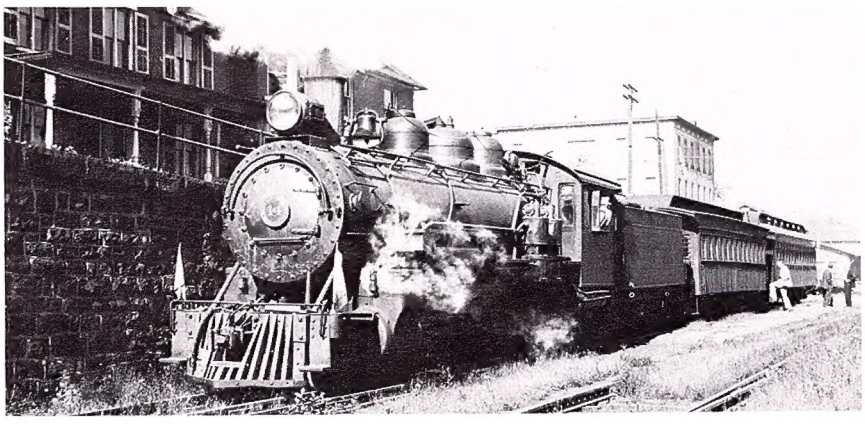
I hope you will enjoy the trip; I feel sure that you will. We can have the train at Mount Union, Penna., any time you find covenient to make it.

Yours very truly,

C.D. Jones
Operating Vice-President

August 15, 1946

Here is a picture of Mr. Donaldson's private train on the EBT. The trip was in 1946 and attracted quite a crowd. *Photo by C.F. Donaldson.*



Dear Sir,

I read, with interest, your review of the NWSL Alco 2-8-2T. I was particularly interested in your comment about the lack of prototype information since I have been working on a book about the Minarets type for the last couple of years. (I hope to have it to the publisher by April or May, 1979.)

For your information – the 2-8-2T's were *not* the Minarets type, the name was hung on these locomotives later, by rail historians. Only the 2-10-2T, built for Sugar Pine Lumber Company was a true Minarets – minor technicality. Also, Minarets & Western never owned a "Minarets." Five of them, however, were owned by the closely related logging company, Sugar Pine Lumber Company. The name "Minarets" is probably derived from the geological structure near where Sugar Pine operated.

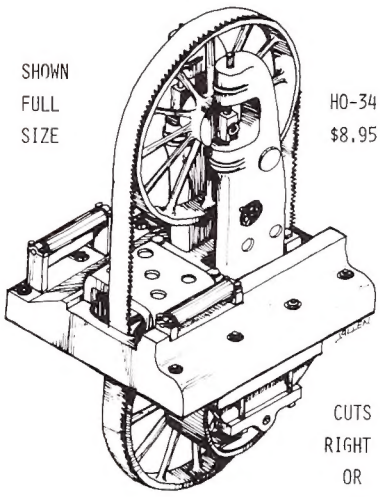
I just thought that you might want to know that help is on the way. The format of the book will be similar to that of *The Willamette Locomotive.* There will be three scale drawings and lots of photos.

By the way – we are also working on the woods mallets – give us a couple of years.

Your truly,

Steve Hauff
Port Angeles, Washington

New MACHINE OF THE MONTH



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T-204	2 flat cars	2.00
T-205	1 box car	1.00

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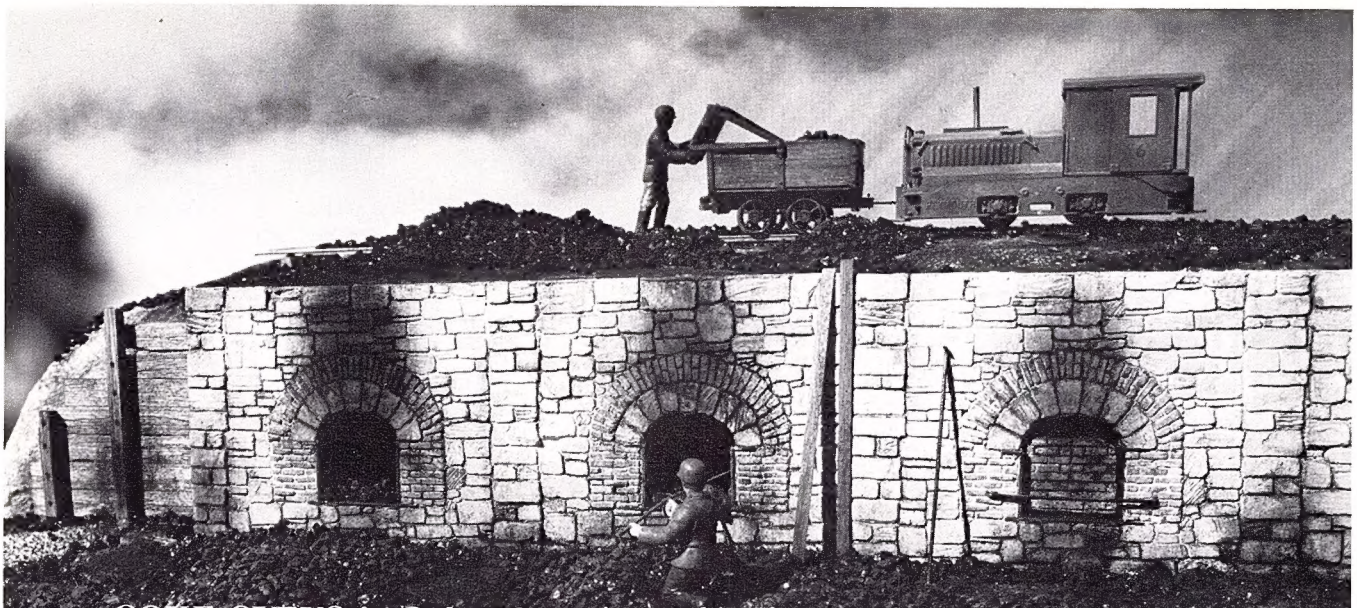
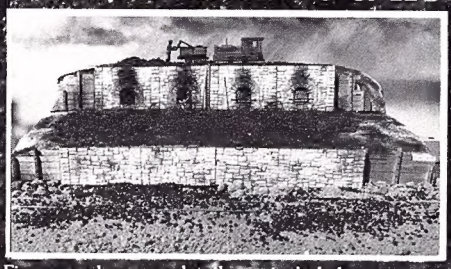


COKE OVENS in O & HO



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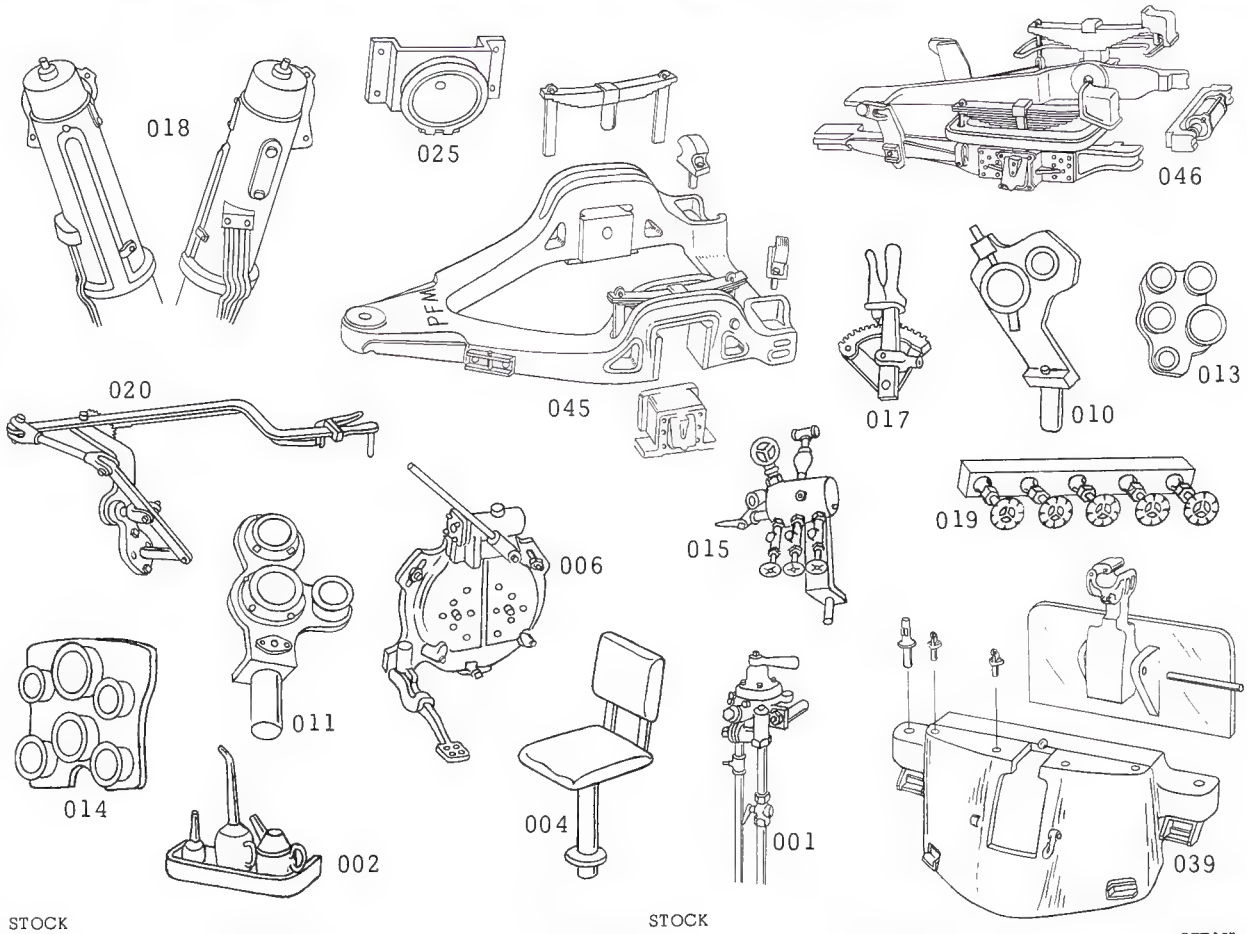

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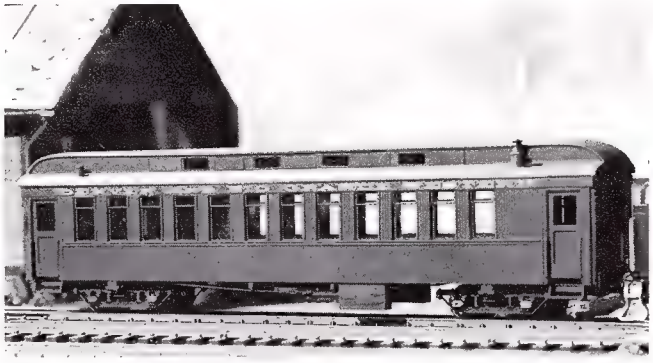

The E. & B. VALLEY RAILROAD COMPANY would like to announce the start of production of our TWO NEW kits to be released in February. We will be producing two versions of the DENVER & RIO GRANDE coach #319. This car will be available as either an open vestibule, or as a closed vestibule coach, each one true to its prototype.

Coach #319 saw service as two different types of cars, but remained essentially the same throughout its entire life. From approximately 1882 to 1937, #319 was open vestibule, narrow window coach built by Jackson and Sharp. Due to an accident on the "San Juan Express" a closed vestibule coach was destroyed and the railroad needed a new closed vestibuled car to replace her. They hastily pulled #319 from regular service and with minor modifications, changed her into a closed vestibuled coach, but still retained her narrow window configuration, which was contrary to all other closed vestibuled coaches on the "San Juan." For twenty years she saw service on the famous "SAN JUAN EXPRESS" and is still in service every day on the "SILVERTON" train out of Durango.

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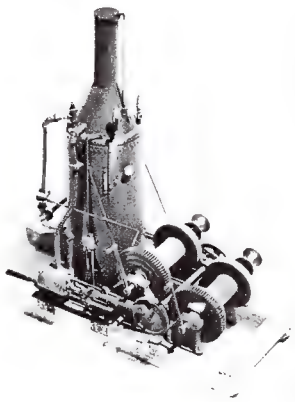

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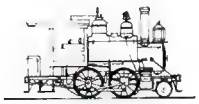

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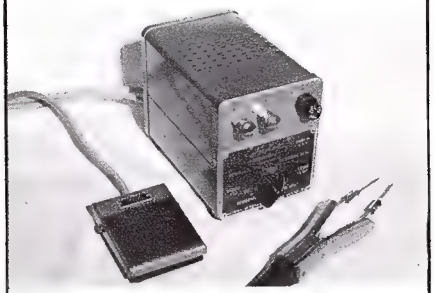

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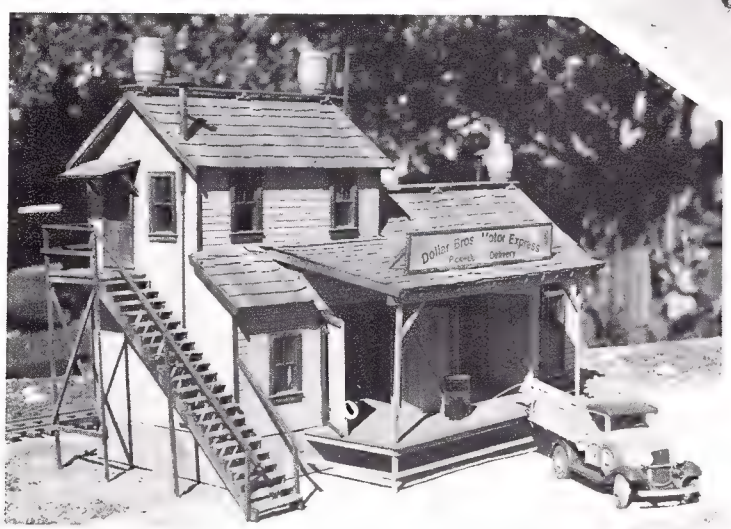

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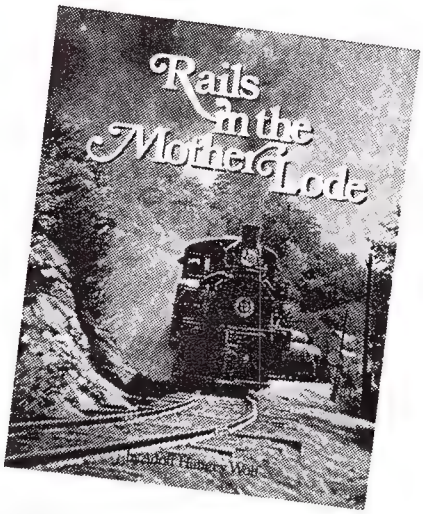

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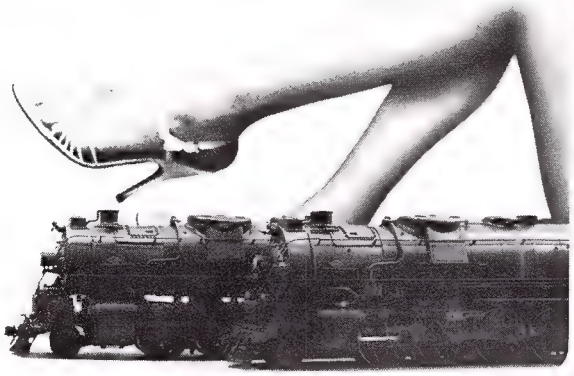

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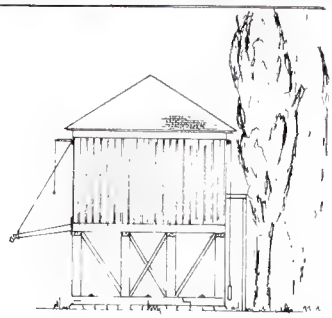

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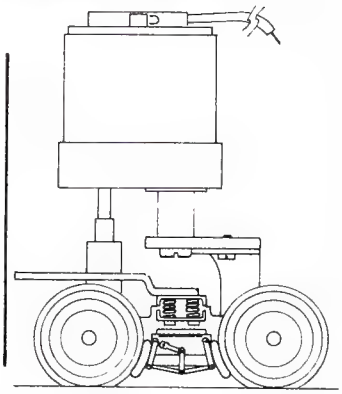


Grandt Line PRODUCTS INC. 1040 B Shary Court, Concord, CA 94518

NEW in REVIEW

Country Store, Feed & Grain & General Store
Chooch Enterprises
P.O. Box 3882
Glendale, CA 91201

Chooch Enterprises has entered the structures field and currently has three buildings available, a Country Store, a Feed & Grain Store and Village Smithy, and a General Store.

Each kit contains extremely well detailed walls of a rigid urethane; real brass castings for door handles; plastic castings for doors, windows, chimney and detail parts including electric boxes and meter; good quality wood for rafters and trim; cardstock for the roof and strips of embossed paper for the roofing material. Also included are a plan sheet showing elevations and details, and a sheet of instructions on the reverse side of which are printed black and white photos of the finished building.

Construction of all three buildings is quite similar. After lightly sanding the mating surfaces, the wall sections are joined together using an ACC type adhesive. Any flash in the window and door openings should be removed at this time.

The Country Store presented a slight problem in that the front wall is wider than the rear. In order to reduce the taper this produces, try pulling the inside edge of the side walls flush with the edge of the large display window opening.

No problems were encountered in the construction of the Feed and Grain Store, however, I chose to replace the plastic posts provided as spacers between the display window castings and the door casting with a suitably sized piece of stripwood.

The General Store also presented no problems although the instructions on how to construct the display window section are very sketchy. I found that building it as a unit with styrene shelves shaped to suit, placed at the bottom of each window and a styrene tie piece placed across the top, made it very sturdy and easy to handle while painting and glazing. (See Fig. 1)

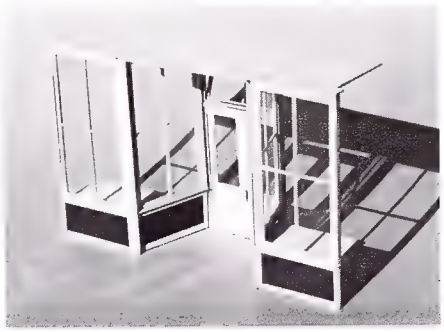
Painting can best be accomplished by use of an air brush. By means of masking, a two color scheme can be easily obtained. A color photo of a completed model is provided as a guide to coloring and a set of color signs is also provided to add that finishing touch.

These kits provide exceptionally appealing buildings with a minimum of time required in construction.

Kit #6101	Country Store	$34.95
Kit #6102	Feed & Grain Store & Village Smithy	$39.95
Kit #6103	General Store	$44.95

Colin Emmerson

Figure 1



O Scale Gunnison Station
Masterwood Shingles
Model Masterpieces
P.O. Box 1634
Englewood, CO 80150

I have just completed the new O scale Model Masterpieces Gunnison depot and am very pleased with the model. It will be in one corner of Tuolumne Forks just as soon as the track reaches that spot. The kit is the first MM 0 scale model and I hope they continue to bring out 0 scale kits. The station building is 9½ inches long by 6 inches wide over the bay window. There is a wooden platform which adds another two inches to the width. The length of this platform can be varied to suit your layout. Mine was left off the review model because the building will be sited on a 60 inch radius curve and the platform will be made to fit.

The kit is composed of 13 plaster castings which make up the basic body. These castings are clean and sharp and require very little if any cleaning. The stone work is good. It represents a building with worn stones that are not all at the same surface level. Some are recessed more than others. To assemble the kit you use ACC cement and white glue and assemble on a base. I used a piece of soft board. Make sure you file the window and door openings to fit the window and door castings before you glue your building together. After you have the walls glued together you have to fill in the cracks at the joints with a plaster mixture provided in the kit. Be careful here and use the least amount of plaster possible. This is not hard but I used too much plaster on my kit and it would have been easier to use less. Also be sure you fit the bay window castings carefully around the windows so no cracks show between the plastic windows and the plaster castings. Again not hard, but it does take some care.

Once you are satisfied with the basic shell you are ready to color the model. This is important. Remember that you do *not* spray a Model Masterpieces plaster kit with a clear plastic spray. You only

Figure 2

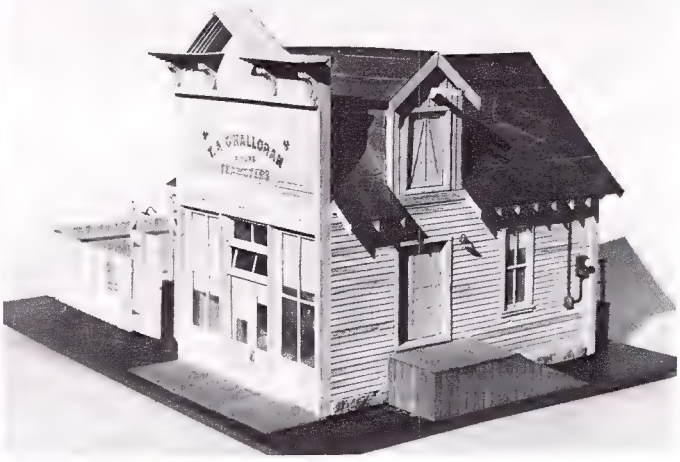
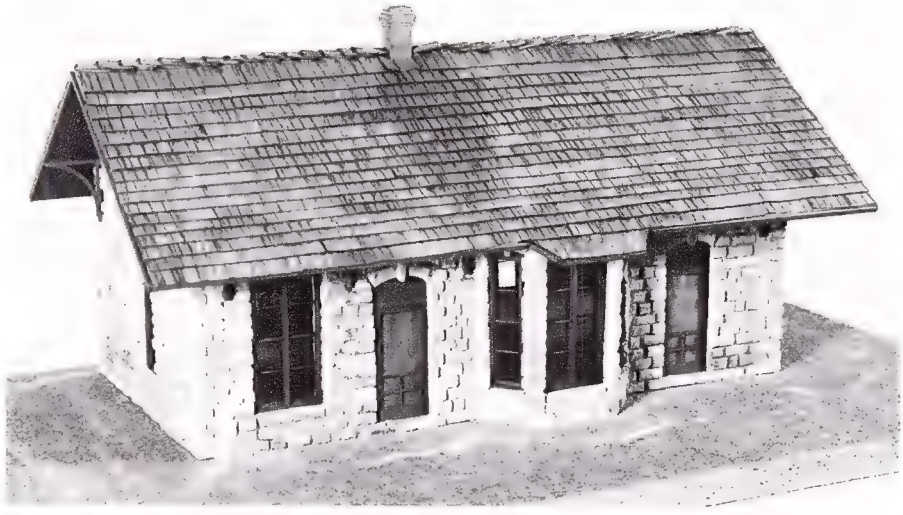


Figure 3



spray the Yorke buildings. MM wants this emphasized because a plastic spray will alter the weathering procedures outlined in their instructions. They use a different casting plaster than Yorke. MM recommends the use of four acrylic colors plus black and white for painting this kit. You mix up various shades of gray and paint each stone individually. Yes it takes time and do take your time, *it matters*. After you have painted each stone you wash the whole set of walls with a gray wash. I was very disappointed with the results before the wash. The model will look awful at this stage. But it looks good after the wash. I added one more step in the weathering. I dry brushed the kit with dry pigment colors and the blending effect of this process made the model look great.

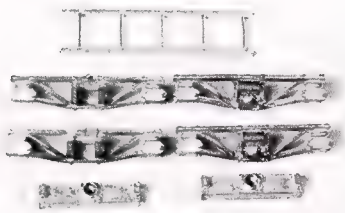
The doors and windows as well as the roof supports and the signal are Grandt Line castings. The door frames are a full ⅜ of an inch deep. You put a door on the inside and a screen door on the outside. These doors are excellent and even have the door knobs cast on them. Special screen material is provided for the screen doors. I painted all my plastic castings box car red, I ACC'd the screen on and washed it with a thin black wash. I also used ACC to attach the window material. The windows and doors were then installed.

The roof consists of heavy cardboard. The kit comes with full size roof templates. You have to cut out a false ceiling and the three roof formers and four roof sections. Before you glue the parts together you attach the new MASTERWOOD SHINGLES. These are .020 sheets of tan veneer shingles which are die cut into the sheet. You cut along the die cut lines. I used a pair of scissors. Then you peel off the protective sheet and stick the shingles down. It goes very fast. These shingles give an excellent effect of weathered rough shingles. After they are down you iron them with an iron set for low heat. This activates the heat sensitive glue on the shingles. These shingles are available in separate packages for $3.50 for two 5½ inch by 10 inch sheets. Do try these new shingles. I assembled my roof next and washed the shingles with a thin stain of my dirty thinner. The cast metal chimney is painted and goes on next. Then you add the roof supports and trim. I left my Grandt station signal off because I want to use an older style ball signal on my station.

In my opinion this is an outstanding kit. It provided me with many easy hours of enjoyable model building. Making stone buildings is very difficult and time consuming but not with a kit like this one. You will be pleased with the results and by following the instructions the kit will go together with little trouble. Full instructions are provided as is a color photograph of the completed model. The kit sells for $49.50. *Bob Brown.*

On2 Parts
Portland Products
298 Court St.
Plymouth, MA 02360

There is a certain mystique about two-foot gauge. People who follow the slim gauge really go into it. One of these people is Robert Werner who runs the Hobby Barn. Bob has been quietly producing a number of fine brass and white metal parts over the years. It seems appropriate that his material should be reviewed in the same issue with stories by Robert Jones and Dick Andrews about the Sandy River and Sandy River & Rangeley Lakes Railroads. The photos show a fraction of the parts available from Portland Products, which is a division of the Hobby Barn. Two white metal trucks are available complete with wheels. These trucks sell for $5.95 per pair. They are also available in brass with wheels for $19.95, per pair. The photos show a pilot apron for a Forney, which sells for $1.80, a set of pilot steps for $1.65, and a pilot for $2.99. These taken together make up the front end of a two foot locomotive. There is also a complete set of the various outside



frame cranks so necessary for the building of an outside frame two-foot locomotive. Bob has a Baldwin crank with no counter weight, one with a heavy counterweight, and a set with a heavy counterweight. These castings sell for $1.80 a pair. A set ofForney mainframe castings can also be obtained from Portland. A set of two sells for $4.80. Side and main rods are also available, as is a Baldwin cap stack and the various waterhatches and vacuum brake mufflers. A complete line of dry transfers for the box, flats, cabooses and locomotives for the SR&RL is also available. As an example, a set of letters for 2 locomotives, 1 caboose, 2 flats, and one box car sells for $6.00. White metal box car ladders are available for $2.88 for a set of four. Portland also has an excellent set of photoengravings for SR&RL #8. All the cab, tank, and boiler parts are engraved on two sheets. You need to cut them out and fold them into shape to produce the superstructure for this fine little locomotive. The set sells for $14.95.

If you are interested in trying your hand at On2 please write to Portland Products about their products. They sell fine castings and parts developed by an experienced two-footer. *Bob Brown.*

HOn3 Uintah 2-6-6-2T
HOn3 Sumpter Valley 2-6-6-2
PFM
P.O. Box 67
Edmonds, Washington 98020

One of the most popular models ever imported is of an oddball prototype – North America's only narrow gauge articulateds. These 2-6-6-2T's were built by Baldwin in 1926 and 1928 for the Uintah, their numbers 50 and 51, as tank engines. Both were sold to the Sumpter Valley in 1940, converted to conventional configuration, and ran until the end of operations. In 1947 they went to South America where they operated into the sixties.

PFM's brass models of both the Uintah and Sumpter Valley versions are fully up to PFM's usual quality. Crafted in Japan by Atlas, these models mark the ultimate in detail. Both versions feature a can motor and full cab detail. All visible external prototype detail is present.

Mechanically the can motor drives a shaft through an idler gear which drives yet another shaft to power both sets of drivers. The forward drivers are held by a ball-and-socket arrangement. The dry steam pipe is cleverly animated to swivel with the forward engine. PFM has had a lot of experience with this mechanism and it works smoothly.

Aesthetically, these engines are superb. The solder joints are neat with a minimum of residue. Little touches, like an open cab door really add to the effect. All in all these are well-built, good looking engines. The prices may be higher, but so is the detail and quality. You'll like these engines. Believe me. *Charlie Getz*

On3 C-16 #268
Sunset Models
19986 Mallory Court
Saratoga, CA 95070

Sunset's latest offering in On3 is the Denver & Rio Grande Western #268. The model is imported from the Korean builder, Samhongsa. This is the second C-16 imported by Sunset in this scale. The #278 was brought in several years ago.

The current offering is similar to the earlier run. It has been fabricated from photo-engraved sheet brass and detailed with many excellent lost-wax castings. The detailing is nearly complete and even includes cab interior.

The workmanship is much improved over the first run. However, the most significant improvement is in the drive train. This model features the 22 mm Cannon can-type motor and Samhongsa idler gearbox. The importer has eliminated the troublesome and noisy geartower used in the first run. As a result the model is very quiet and smooth. The speed ranges from approximately 2 scale mph to 30 mph. The model managed to get around a 32 inch radius with no problems.

In view of the approximate price of $470.00 you might consider this model to be for the "Green Grocer's best buy list." It is a good value for the price in this day of dollar weakness and 9% inflation. *Gene Deimling*

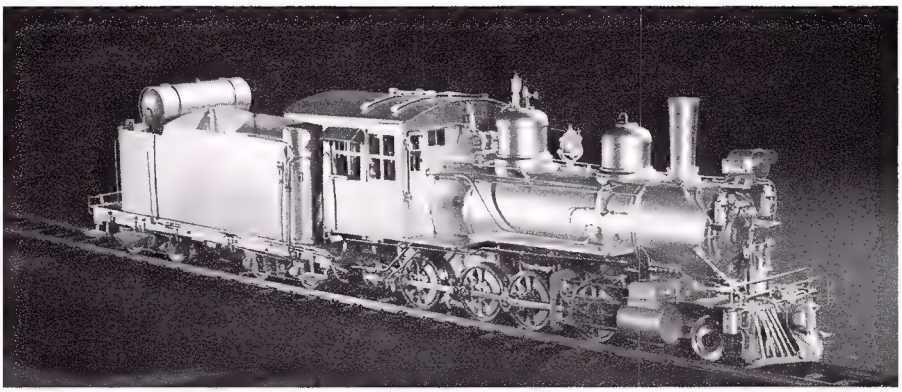
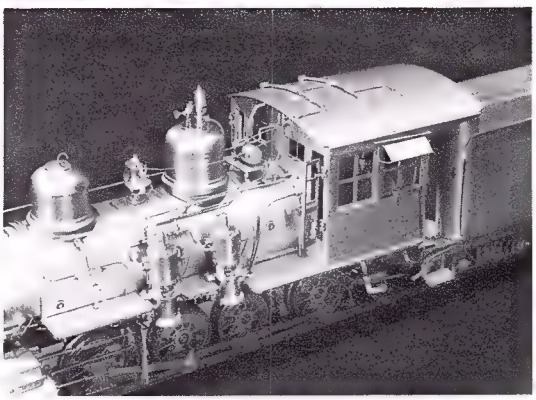


Photo by Ron Salwasser



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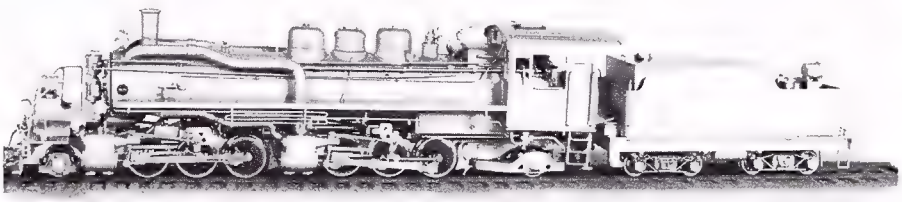
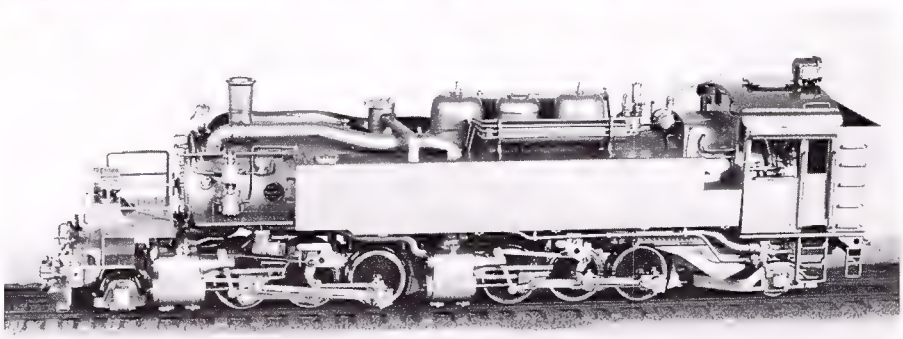
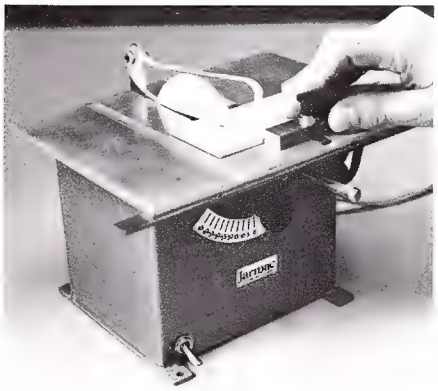
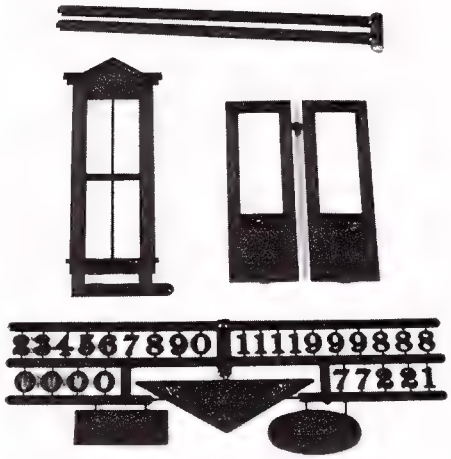




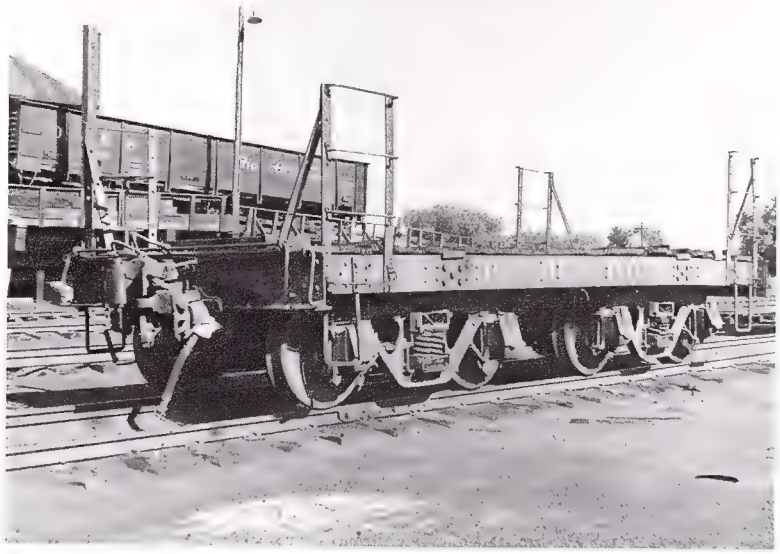


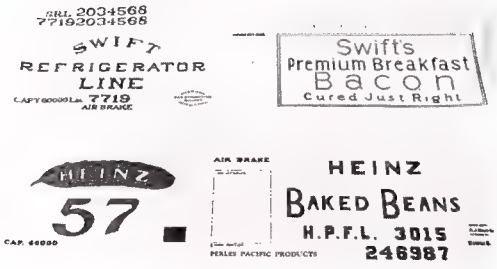
JARMAC Inc., Box 2785, Springfield, IL 62708 is selling a fine little table saw which is perfect for the cutting needed to make models. The saw is well made and heavy. It has a table which is 9 by 6½ inches. The blades are four inches in diameter. The blade is connected directly onto the motor shaft by a mandril. The motor is a 5000 rpm version and really turns over. The blade can be tilted and each saw comes equipped with a plastic blade guard. The complete unit weighs 9 pounds. I have been using my saw for about a month in my shop; it is quick and reliable and there is no mess. Cross cutting leaves a small bit of fuzz. I changed my miter gauge bar so it was about 12 inches long. Now I can set a stop on the bar and cut off as many body sills as I need, all exactly the same length with square ends. I did have to file away a bit of the motor mount so my motor would swing the blade perfectly vertical. I recommend this tool. It sells for $89.95. A finer saw blade is available for an additional $3.95. You also need a $2.00 set of washers to use the finer blade. I suggest you invest in the fine blade when you buy the saw. *RWB.*



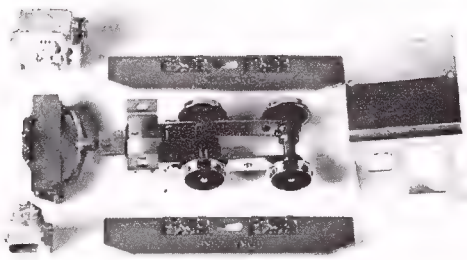
"O" structural parts are now offered by the Gould Co., P.O. Box 463, Verdugo, California 91046. Included in this high-quality line of styrene parts are an old time window, shop display window, double doors and frame, electric panel meters, and architectural details including date plaques. The latter are clever – blank plaques have individual numbers added to create any desired date! All of these high-quality parts, used in Chooch's structures, should hit the shops soon. Check your shop for price and availability. Superb! *CWG.*

Rio Grande's new HOn3 D&RGW 3-way coupler car is quite nice. This car allowed a standard gauge engine to pull a narrow gauge train or vice-versa. Full plans and instructions are provided as well as detail castings, and correct decals. Assembly is easy. However, the trucks need to be assembled with care. One end of the prototype car had three couplers to handle both standard and narrow gauge cars. On the model, an old time HO Kadee coupler (#711) is used for the middle HO coupler, and two "N" gauge couplers are mounted below on each side for HOn3. (The other end has only a standard gauge coupler.) An interesting car for your roster. Rio Grande Models, Box 4463, Santa Clara, CA 95054. *CWG.*

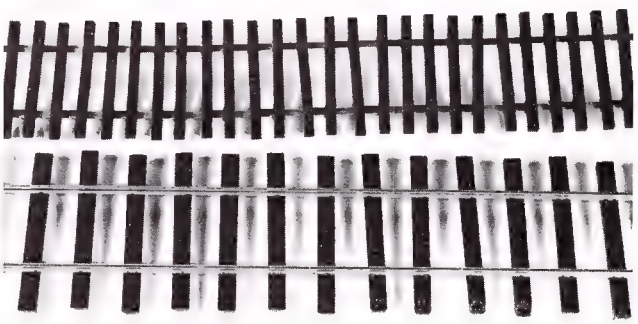




Perles Pacific Products, P.O. Box 11466, San Francisco, California 94101 have entered into the lettering market with a number of interesting sets. The firm is new and their initial releases include alphabet sets, freight car sets and some steam loco sets. Most of the sets are offered in HO, S, and O scales. The transfer sets shown here are for vintage billboard freight cars. The printing quality is good and lettering transfers easily. The Heinz car is set #OL-14 and retails for $2.25. The Swift set is #OL-12 and is priced at $2.00. *EED.*

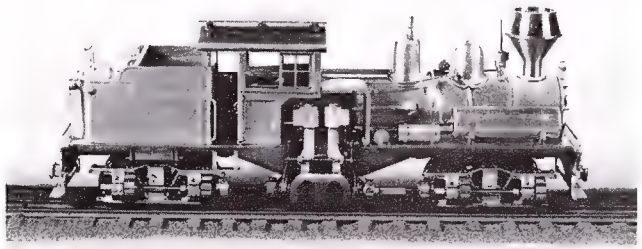


Sango Model Railroad Works 2-29-8 Hohnan Suginami-ku, Tokyo 168, Japan is continuing to produce wonderful models of the Kiso Logging Railway equipment on On30 inch gauge. They have the log trucks, a caboose, a steam engine, and now they have a new diesel. It is difficult to quote prices for these kits because of yen/dollar value changes. I quoted a price of 4600 yen in the September **GAZETTE** for the log car and have been informed it is 4800 yen. If you are interested in these fine products write to Sango for prices and information. They reply quickly and reliably. This photo shows the little diesel now available. The model consists of many brass castings and stampings and is a real scratch-builder's dream. It is very American looking except for the cab which could be changed. I have not assembled mine yet, but I did find that the wheels were loose on the axles and will have to be ACC'd on before the model will run. Notice the full engine detail. The model has a motor and dummy engine under the hood and is powered by a small can motor. I am considering possibility of two- and three-footing this little locomotive. *RWB.*

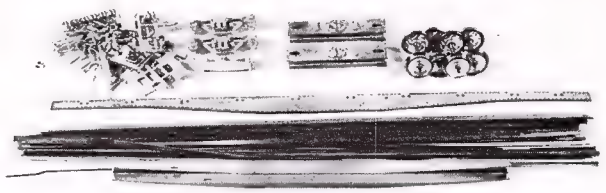


Precision Scale Co., Rt. 1, Box 1802, Davis, CA 95616 is now offering a new line of flex track in both HO gauge and On3. The new track comes assembled. It has nickle silver rail and ties cast in a plastic or Delrin like material. Each tie has a tie plate and spike-head detail. In HO gauge you can get regular flex track or you can order a special type with little cast-on pads to super elevate the outside rail for curves. The HO ties are 9 feet long. The HO track is available in code 100, code 83 and code 70. The price is $18.75 for six three foot lengths of regular track and $19.75 for six of the elevated track sections. In On3 only code 100 track with 6 foot 6 inch ties is now in stock. However, On3 code 83, code 70 and On2 code 70 is planned in the near future. The On3 will also be available with 7 foot ties. The On3 sections sell for $15.80 for four three foot sections. The elevated version is not available in On3. The brand name for this new track is TOP TRACK. The samples I have are well made and will provide an excellent track for your newest locomotives. *RWB.*

Westside Model Company's new Ali-San Shay in HOn3 has real possibilities. Based on a Japanese prototype, a little reworking could easily result in a credible American-style Shay. This Japanese import is well constructed with a conventional open-frame motor (there is room for a can motor), and clean soldering. The Shay comes packed in a velvet-lined wooden box, and includes separate number plates. This is a nice, well-priced import with great potential. Westside Models, 3085 Carriker Lane, Soquel, CA 95073. *CWG.*



Precision Scale Co., Rt. 1, Box 1802, Davis, CA 95616 is now providing a kit for the D&RGW 6500 series flat car in On3. The car can be ordered with or without end bulkheads. The flat car kit sells for $49.50 and the flat car with the bulkhead sells for $57.50. These kits are made up of all the parts necessary to assemble a flat car including brass trucks and brass wheels with full detail and steel tires. The kit consists of masses of brass strips and castings which have to be soldered together. The sides have full rivet detail and the floor consists or pre-cut wood strips. The bulkhead combines brass castings and wood strips. Although I did not assemble the sample kit, it is clear that a fair amount of soldering ability will be required to turn these top quality components into a fine On3 flat. *RWB.*



The Narrow Gauge SCENE

by Charlie Getz

It seems hard to believe, but this issue marks the beginning of the fifth year of publication of the **GAZETTE**. You must like what we're doing for more **GAZETTE**s are sold with each issue. Keep reading and keep us honest. Let us know what you do or do not like about the **GAZETTE** and we'll continue making it the best publication on the market.

What better way to start off our fifth year of publication than by announcing an exciting new event for you to put on your summer schedule – a genuine narrow gauge freight train sponsored by the **GAZETTE** and **Peterbuilt Locoworks** of Chama, New Mexico! Yep, **PBL** and the **GAZETTE** are organizing the "GREAT FREIGHT" to be operated over the Cumbres and Toltec Scenic Railroad out of Chama, New Mexico, this coming July 6th, scheduled so as to coincide with the July 7-8th spectacular planned at the Colorado Railroad Museum! Thus, you will have two very good reasons to put Colorado on your summer schedule perhaps on your way to Calgary to attend the NMRA convention. The proposed freight train will consist of various Rio Grande freight cars pulled by one of the Cumbres' K-36's, lettered for the D&RGW a'la 1930's. For $20.00 you will be entitled to pace the train to secret photo stops where you can take pictures to your heart's content as the train thunders by. A couple of years ago Bill Peters of PBL organized such a train and it worked very well. There were very few "slackers" who didn't pay the fee, and those who participated got some excellent pictures due to Bill's expertise in picking just the right spot for photo lines. It was a rewarding day and a rare opportunity to photograph an actual narrow gauge freight under steam. You'll be hearing more details about the **PBL-GAZETTE GREAT FREIGHT** in subsequent issues, as well as more about the Museum's proposed spectacular. Why not plan to spend early July with the **GAZETTE** in narrow gauge country? For full details, a reservation form and more information drop me an SSAE for a flyer. There will be no train if you don't show interest. Write today!

Speaking of the Museum Spectacular, note the picture of D&RGW C-18 #318 under steam last November at the Colorado Railroad Museum. The next steam-up according to George Lawrence, who supplied the photo, will be April 28 and 29 at the Museum. By the way, George reports that good folks in Chama are rebuilding K-36 #488 this winter and hopefully will have it in service for the freight train. I'd also like to congratulate the new General Manager for the Cumbres and Toltec in Chama, Joe Vigil. Joe is from the Chama area and brings his expertise as a rail buff to the railroad. I know you will join me in wishing Joe and the Cumbres and Toltec a very good and profitable season.

#318 rounding the circle at the Colorado Railroad Museum last November in the snow. We understand that the next steam up will be April 28 and April 29th. *Photo by George Lawrence.*

In the news, the brass market has definitely slowed due to inflation and many other factors that have been occupying the headlines for the past couple of months. Westside plans to import a very limited quantity of RGS #455, that famous K-27 with the standard gauge cab, in HOn3. Also on their HOn3 list is C&S #75, one of the large 2-8-0's the Colorado and Southern operated. This would complete the series of numbers 74-75-76, all imported by Westside at various times. (Of course, #76 was extremely limited with only 25 units being imported, and commands high prices accordingly.) You have also no doubt seen the rendering of the "Hassinger" Shay, that four-truck behemoth which Dick Truesdale promises for 1979. Speaking of Shays, you'll find a photo and writeup of Westside's new Ali-San Shay elsewhere. Although there is no prototype for this Shay in America, it is sufficiently close for the addition of a few parts to convert it to American style. In that vein, PFM's new Harrington Shay is also not based upon any particular prototype, but rather is typical of the era. Rumor is that the name "Harrington" actually comes from the middle name of one of PFM's top executives. When this got back to Dick Truesdale of Westside, he threatened to name one of *his* Shays after his middle name, but then relented when he realized that very few people would buy a Shay named "Ralph." I dunno – seemed to have worked for a rhino!

While we're talking about Westside, don't forget their G-file. The G-file is really unique for it presents prototype and model information as well as the history of the model and the total number of the units imported. Priced from $.40 to $1.00, the G-file really is a good idea if you want to learn more about the brass models from Westside, and I urge you to look into them at your local shop.

Precision Scale Models has some nifty new items coming around June, including a Mack AC railbus in O scale. Iron Horse should be delivering K-37's in On3 as this is published. These are really masterful models and I look forward to seeing them myself.

Sunset Models has been extremely busy with plans to import a Pacific Coast Shay in O scale as with the recent importation of D&RGW #268 in On3. Gene Deimling has reviewed #268 and was

highly impressed by its quality and performance. Also forthcoming from Sunset is the long-promised East BroadTop 2-8-2, #16. This model will be in On3 and should generate a lot of interest in this most fascinating railroad. Sunset also is contemplating production of a 44-ton General Electric switcher and is taking orders for such a model in O scale. They are interested in ascertaining whether you would like a pre- or post-World War II version. Please drop a note to Sunset if interested.

Sandy River Car Shops is working on a new HOn2½ SR&RL flat car kit to be released about now with a retail price of $6.95. The car will come with trucks and couplers and should be welcomed by HOn2½ fans.

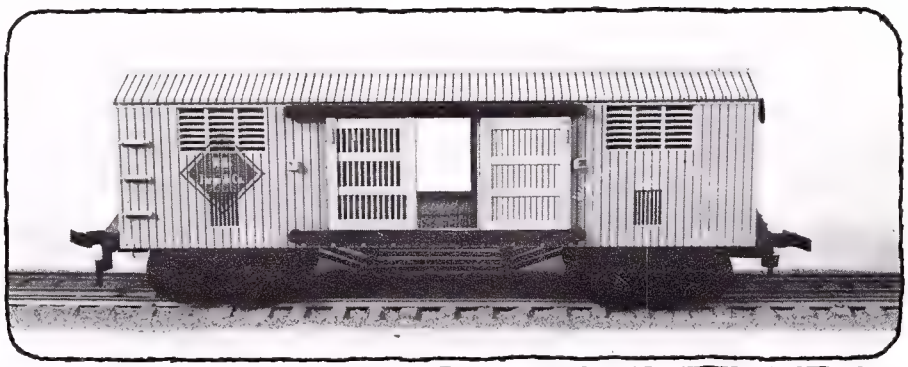
AHM recently sent whole box of goodies for us to look at. Note the photo of their new Wells Fargo ventilated boxcar which has definite possibilities for narrow gaugers. Their new drovers caboose is also good for short line fans and has some possibilities for narrow gaugers, as does the oldtime flat car. I was especially impressed by their new engine series. They sent a couple of C&O engines, the heavy Pacific and Mikado for inspection, as well as a D&RGW 4-6-6-4 articulated. All of the engines had great detail and feature the new .039-inch flange allowing use on code 70 rail. I was especially impressed by the Vanderbilt tender on the heavy Pacific and the excellent detail such as piping, which is very fine. There is a see-through frame on these engines and the handrails are almost to scale! Operationally, the engines are quite good, featuring a can motor and smooth gearing. With a little paint, some weathering, perhaps the addition of some brass detail castings and parts, it would be hard to tell these engines from any of the imports of a few years back.

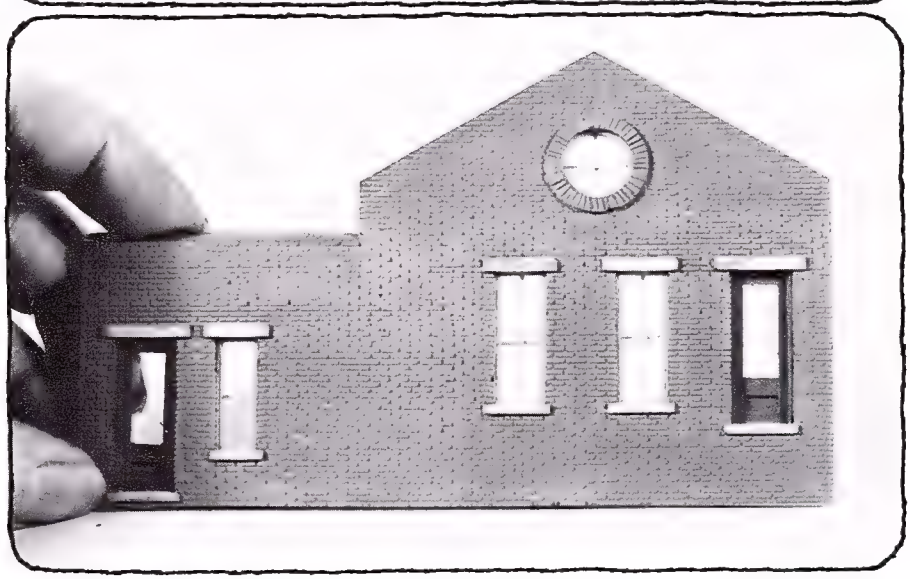
Rio Grande Models has been busy and has the following HO kits coming in the near future. Their shop tools now include a metal shear and hacksaw kit at $5.95. A link unloader and light overhead crane are to follow. Watch also for their new derrick OP and idler flat car. Pole transformers and a power platform parts are also on the way. In Sn3 the Swayne log car kit is available at $11.95 with trucks. Sn3 West Side trucks are ready at $4.00 and the brake beams for these trucks can be purchased for 4/$1.00. A new Sn3 30 foot D&RGW reefer and UTLX tank car are on the way.

Evergreen Scale recently sent their newest buildings, Durfy Distributing Company and the Triangle building for inspection. Gene is busy assembling these kits and will report on them in the May issue.

The Structure Company sent their new Montezuma Post Office recently, and just as Evergreen is a leader in styrene buildings, the Structure Company really has refined wood construction to a high degree. The walls are available either as milled board-and-batten, or with individual battens to be placed on scribed siding. The latter allows a great degree of variation, including patches, missing battens, and any of a number of weathering possibilities. The building itself is a real charmer, and is small enough that it does not occupy too much valuable layout space. As usual, the kit is a well-designed combination of high-quality wood parts with Grandt castings to make it an excellent project for a winter's weekend. I look forward to seeing the new ¼-inch Columbia cabin soon to be released, as well as their gold mine kit. This line is really exceptional.

AHM has a new old-timer which should be interestig to HOn3 modelers. Their new Wells Fargo ventilated boxcar is a natural for cross-kitting. Narrowed a bit, on narrow gauge trucks, this could be an unusual yet believable HOn3 car. Look at one at your local shop.





Here is a photo of one wall of the new HO scale Magnuson Models Union Avenue Freight Station.

I have included a photo of one wall from Magnuson's new Union Ave. freight terminal which I am in the process of completing. Magnuson's buildings are really interesting in that you can have a finely detailed structure with only a few day's effort. While the detail is not as fine as perhaps found in other kits, the overall impact and effect of these buildings is exceptional. I was very pleased with the finished wall sub-assemblies, and was especially pleased with their innovative clerestory assembly. The clerestory itself is cast in clear resin to simulate glass, and the modeler merely paints the raised window mutins and frames to establish where the window glass stops and the frame begins. I found it quite easy to do and the finished product is very convincing. I haven't seen Magnuson's new powerhouse yet, but understand it is quite impressive, with cast metal windows instead of the cast-in-place windows currently used in Magnuson's buildings.

Campbell recently sent a couple of their kits for review, specifically the Saez Door and Sash Company and another of the Quincy series, an oil tank. Campbell's kits are capable of being "fine scaled" very readily with the substitution of window castings or other detailed parts, and Campbell seems to have an uncanny knack for picking very attractive structures as prototype. For example, the Saez Door and Sash Company is really two kits, to recreate that mill featured in the September 1976 **MODEL RAILROADER**. It's quite an effective industry and the use of Campbell kits saves you the hassle of tracking down the various wood sizes and other ingredients needed for these buildings. Similarly, the Quincy oil tank, really a tank car body on supports, is a very

appealing structure with widespread possibility. I hope you will experiment with both of these kits. Of course, Campbell is tops when it comes to instructions and plans.

Despite my long-held interest in trains, I must be a closet automobile fan, for cars in HO and O scale have always fascinated me. Thus I was quite pleased when National Motor Company announced their line of vintage Packards in HO scale and I finally have a selection to look at. The kits are composed entirely of good-quality white metal castings fairly simple to assemble. For example, the running boards, fenders, muffler, engine, and transmission detail are combined into one casting and thus assembly is quick. Overall the detail is good on these kits, although the wheels are somewhat coarse and I had a devil of a time attaching the wheels to the frame. There are a wide variety of models available, including speedsters, coupes, and the larger sedans which have never been produced in the past. all the cars come in either top up or down versions and should be welcome additions to any model scene. One particular feature that I like is an "upgrade" kit available for $1 which includes better wheel castings as well as some other additional super details to be added if your model is to be prominently displayed. As most modelers will use these cars as accessory items in city or town scenes, this detail level is not necessary. The National Motor Company plans on releasing Chevrolets next, to be followed by other vintage automobiles and trucks. Best of luck to National Motors in their endeavors.

While on the vintage car scene, I recently examined the Wheel Works' new 1934 Ford Model A stake bed truck in HO. It is really an exquisite model with as much detail as you would expect from the Wheel Works. Of particular interest is the stake bed itself which is cast entirely in plastic. This helps keep the cost down, since white metal is an extremely expensive medium. The Gould Company is also entering the vintage automobile field with a 1919 Packard as well as a 1921 Ford truck both in ¼ inch. The latter will come with beer barrels, and, hopefully, parts from both will be available separately. Look for these new kits from Gould in June.

O scale modelers have always been interested in the Renwal line of vintage automobiles which were produced in the early 1960's. This line included Model T's, Model A's, and a 1932 Model B. Unfortunately, they are long out of production and command prices many times in excess of the original retail price if they can be found today. We have finally tracked down information that Revell of West Germany is producing those models, although they are not sold in America.

In the rumor department, both Yorke and Chooch are working on O scale bridges. Hope Yorke releases separate walls from his kits for scratchbuilders. How about it? Call them "cast offs."

In our Products-of-Interest department, the Gould Company is forging ahead with plans for a new line of detail castings in O scale. We have reviewed some of their new castings, and mentioned a few others already. Look forward to their new gas station which should be out by this summer... Durango Press has been busy with a new diesel and steam fueling facility which should be out about now. They also should be shortly releasing a new HOn3 D&RGW gondola kit, and are planning to produce a Southern Pacific C-30 caboose in plastic in HO. SP fans tell me the C-30 caboose which has never been produced before is a highly desirable prototype, but what do I know? . . . Lytler and Lytler, 2634 Bryant Avenue South, Minneapolis, MN 55408, has introduced a new line of HO figures. In their letter they state (with tongue in cheek) that a new line of figures does not stand a "Chinaman's chance," but to disprove this they included a "Chinaman" in their letter! The Chinese figure in HO is an extremely well detailed representation from the Victorian era even its queue! Entitled "Ragtimers," there will be 24 figures in three different sets, including "Ladies and Gents," "Dignity of Labor," and "Larimer Street Merchants." Hope to have more information on this promising line for you in the future ... If figures are of interest to you, reader David Smith reminds me that Model Shipways, 39 West Fort lee Road, Bogota, NJ 07603, sells figures in both 3/16-inch and¼-inch scales. These figures are cast in metal and are priced around 25¢ to 30¢. They also have buckets, ladders, tubs, doors, windows, bells, and other details available. So you S and O scale readers might drop a note to Model Shipways for information about this line ...

Model Masterpieces' new Masterwood shingles have certainly caused a stir among O scale modelers. At last, shingles are available for big scale use! Editor Brown used them on his Gunnison Depot and is pleased with the finished effect... Also new from Model Masterpieces will be the 50-foot wrought iron turntable in HO as well as a Cimarron Supply company. The latter features a large overhanging cornice and interchangeable sides to allow a variety of installations. A multitude of castings will be included in the kit. . . . Don't forget that Model Masterpieces is also producing their own line of details formerly offered by Timberline, and a stamped, self-addressed envelope will bring a catalogue sheet. Look also for a new turntable to accompany the popular Colorado Midland Roundhouse and a Durango style turntable in the future.

Detail Associates has a new structure kit in HO scale which is quite different. It is actually a small station horizontally but is meant to be installed on a hill and is quite tall. There is an upstairs living quarters, a track level waiting room and office, and a basement storeroom all in a space of approximately 8 inches by 6 inches. This foothill station is really interesting and should be a nice addition to your layout. Also new from Detail Associates is a line of modular back drops called "Rail Scene." these rail scene modules cover compatible city, industrial, rural, forest, and mountain scenes. Each module is 20 inches long and they are designed so that the sky area can be trimmed off for mounting on a seamless backdrop. A nice touch is that additional details are printed on the scenes in a manner that they can be added or deleted to customize each scene. Look for these soon. Also new from Detail Associates is their silver plating powder which we will review in an upcoming issue, and more detail parts including lift rings which have a multitude of uses. Really fine!

Hobbytown, 1115 West Chester Pike, Pennsylvania 19380, has the remainder of the Westside Sumpter Valley passenger car kits in HOn3 available. These kits are collector's items, and if you're interested in obtaining one of these kits (two passenger cars in one, I urge you to write Hobbytown as soon as possible . . . Keystone Locomotive Works, 159 Wheatley Avenue, Nothumberland, Pennsylvania 17875, continues to release interesting HO and O gauge products. Their latest, the double band saw mill in HO is impressive both by mass (3½ pounds), numbers (491 castings), and price ($59.95). This is really a large mill and is exceptional. Next in the series of Keystone Lumber Company structures will be a complete logging town. the first kit will contain three company houses patterned after ones in Cass, West Virginia... On the locomotive front, Keystone will be releasing a General Electric 44-ton center cab in HO. this will contain a can motor and gears supplied by Northwest Shortline with a proposed price of about $69.95. Keystone also hopes to release a Climax locomotive in both HO and HOn3 either powered or non-powered versions. We will keep you updated on this and other Keystone products . . .

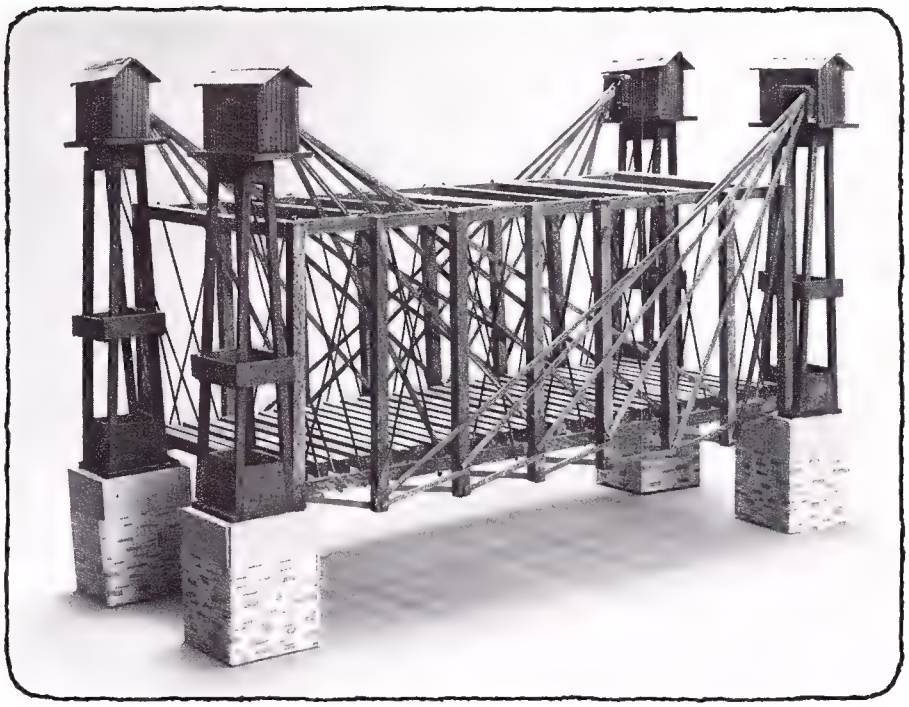
As you have no doubt heard, Fine Scale Miniatures' next masterpiece is a "sand house." Actually this will be a diorama, as kit 180 will consist of a sand house, storage shed, coal hoist with bin, and section house – four separate structures, of course detailed inside and out, should be out soon . .. Sugar Pine Models, P.O. Box 851, Orinda, CA 94563, has released a very nice branchline water tank which is great for narrow gauge and can be used on industrial buildings as well. Also new from Sugar Pine Models is a farm style water tank, a new sand house, a covered bridge, engine house, and fence kits. The fence kits are plank, cattle, or rustic type and are especially nice. The farm style water tank has an enclosed base typical of tanks in the Northern California area and would be a nice touch for any farm scene. Drop a long stamped, self-addressed envelope to them for price lists . . . Finally Muir

Models has released the Fink truss bridge. Yep, Fink Truss! According to Muir it really existed! Certainly one of the more complicated designs I have seen. The model is available in both HO and N scales.

In the book nook, I'm advised that the long-awaited Colorado Rail Annuals are coming, although there were some delays in printing Annual #14. The current schedule calls for Rail Annual #14 to be released this summer, with #15 following around December.

Don't forget the steam up at the Colorado Railroad Museum in Golden, Colorado, on April 28 and 29. And for heaven's sake don't forget the Great Freight scheduled for July 6, 1979! By the way, MDC-GAZETTE Locobashing Contest is doing well. Deadline for entries has been extended until October 15, 1979, so keep working on those engines. Drop an SSAE to me at the address below for contest rules.

In Narrow Gauge Notes Department, Lindsay Ashby advises that Shay #14 (ex-Westside) will run again in Central City, which will be the second annual last season of the Central City Railroad. There have been rumors that the Central City line might be abandoned, but apparently it will operate at least one more season and hopefully many more. Shay #8, also ex-Westside, will run at Silver Plume on the George town Loop Road and will be lettered "Argentine and Gray's Peak" for the proposed rebuilding of the Argentine Central Railroad. Yes, you hear right – there is a serious proposal to rebuild the Argentine Central which was one of Colorado's most picturesque narrow gauges! See *Stairway to the Stars* by Dan Abbot for information and inspiring photographics of the original line. Also, running in Silver Plume this season will be engines 40 and 42, yet another good reason to include Colorado on your swing to the NMRA National Convention in Calgary this summer.



The Muir Models new HO scale "Fink Truss" bridge. These unusual bridges were made of iron and were used in the early days of railroads.

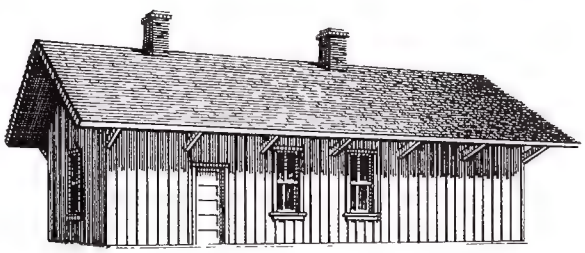
In the help department, Gregg Condon, 609 Manor Court, Altoona, Wisconsin, poses an interesting question. He can not recall seeing any fueling facilities for the RGS geese. Surely they must have gassed up somewhere, but he can never recall seeing any pictures showing gasoline pumps or other fueling failities anywhere on-line. Come to think of it, neither can I, so if any of you readers are hoarding pictures of where the geese got gassed, please loan them to us for publication. Don't know why I never thought of this since it is an interesting question. Don Mouger of Pueblo, Colorado, wants a manufacturer to produce a Rio Grande standard gauge box car, AAR 40-foot with flying Rio Grande herald. Any takers? He also thinks an HOn3 version of Model Die Castings' track cleaner car would be a good idea. Me – I'm still waiting for someone to do a Book Cliff Ry Shay and am still trying to find a Megon hopper kit!

Enough for this issue – write if the urge strikes, and pray for an early spring.

Charlie

Charlie Getz
845 Ridge Court
South San Francisco, CA 94080

NEW...THE RED MOUNTAIN DEPOT in HO



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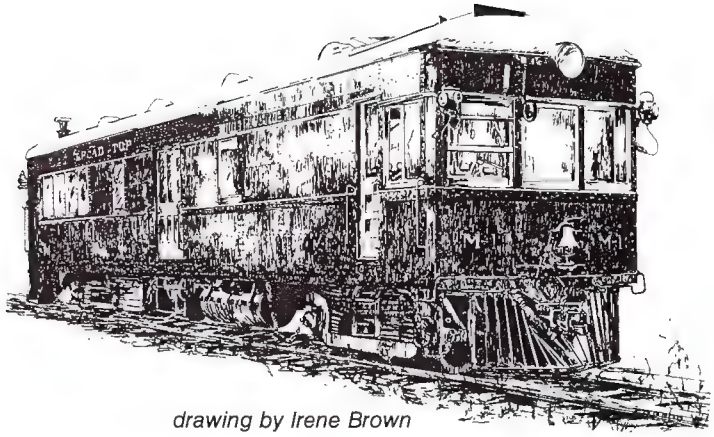
In Search of the EAST BROAD TOP

by Joel R. Altland
Photos by the author



drawing by Irene Brown

To many people narrow gauge railroading means Colorado pines and silver, but to me it means Pennsylvania forests and coal and the East Broad Top Railroad. The EBT is unique not only in being Eastern and narrow gauge, but also in having its entire roster of locomotives and entire mainline trackage still intact.

The purpose of my most recent visit to the EBT was to follow its mainline from Mount Union to Robertsdale and explore the points of interest along the railroad. To do this I waited until November when the leaves had fallen from the trees improving visibility.

To aid my search, I purchased topographics maps of the area from the U.S. Geological Survey. These are available by sending for a list and order blank. Topographic maps are a must if you are planning a trip similar to mine.

On a Saturday in November, I packed my wife, a friend, and myself into a pickup truck and headed for the EBT. Our arrival point was the yards and roundhouse at Rockhill Furnace. Since it was the middle of November the Midados were resting from their summer's labor and were locked in the roundhouse. The Rockhill yard is smaller than its Mount Union counterpart. In addition to the roundhouse, the railroad's shops and many other buildings required for car building, repairs, and servicing are located here. It was here that all the Mikados were serviced and repaired. The facilities stand as they did over twenty years ago when the railroad was in operation. The most interesting features are the coaling bunker. (**GAZETTE** May 1977, page 47), the sandhouse and the rusting hoppers, boxcars, and flatcars numbering eighty in all. These are in various stages of deterioration and are spread over most of the yard.

After a short walk around the premises we drove west towards Robertsdale. As we progressed along Route 994 we could see the railroad grade from the road at times. The mainline consists of a single track with passing sidings located at the various small towns.

The condition of the track was pretty much the same over the entire length of the line. The rails were still spiked to gauge and easy to pick out among the dead weeds. The ties were in various states of rottenness with trees up to six inches in diameter growing on the roadbed. After Rockhill the road and roadbed closely parallel each other as they both approach the village of Pogue.

At Pogue is the EBT's only steel trestle, it still stands intact over the Aughwick Creek and looks as if it could be used again if its ties were replaced.

After Pogue the line continues into the mountains to the village of Three Springs. Here we saw only a passing siding and no signs of any railroad related structures. West of the town we saw where the track had crossed Route 829 and proceeded up the mountain to the Ganister rock quarry. Ganister rock was an important commodity to the EBT. It was used by the three brick factories in Mount Union to line the kilns in which bricks were made. The track was removed from this spur soon after the railroad closed and only the tree overgrown grade exists now. The quarry looked like it was still in operation, but the road was barricaded so we did not investigate further.

The road and railroad grade remained close together as we continued our journey to the next point of interest, the town of Saltillo. Saltillo was important because of its proximity to the Ganister rock quarry. Also, it served as a watering stop for the coal trains. Here the loaded cars were placed on a siding until being picked up by a train on a return trip from Robertsdale.

Saltillo was the most intriguing of the on-line places we visited that day. The covered water tank used by the EBT is still standing by the side of the Aughwick Creek. In fact, the structure seemed to be in pretty good shape and had received a coat of paint recently. In addition to the water tank, the boarded up station still stands about one hundred yards to the east. It can be seen how the town developed because of the railroad. Near the station there were many false front buildings with the more modern ones spreading out to form the town as it is today. The most notable of these old buildings is the hotel. It is directly across the street from the station and even though it is now a private residence it still bears the name, La Palace Hotel.

After Saltillo the railroad and the road diverge. We crossed the valley to the eastern side of Sideling Hill. Meanwhile the railroad heads north for a short distance out of Saltillo and then takes a sharp turn south along the slope of Sideling Hill to a tunnel. As we started up Sideling Hill we crossed the railroad grade. We parked at the top of the mountain and walked down it to the tunnel. As with all the mainline, the track is still spiked to gauge through the tunnel. The concrete portal

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Opposite:

Top Left: The La Palace Hotel at Saltillo. It is located directly across from the station. This building would make a great false front for the backscene of a narrow gauge layout.

Top Right: The engine house at Mt. Union. One of the EBT's standard gauge switchers, No. 3, is still inside.

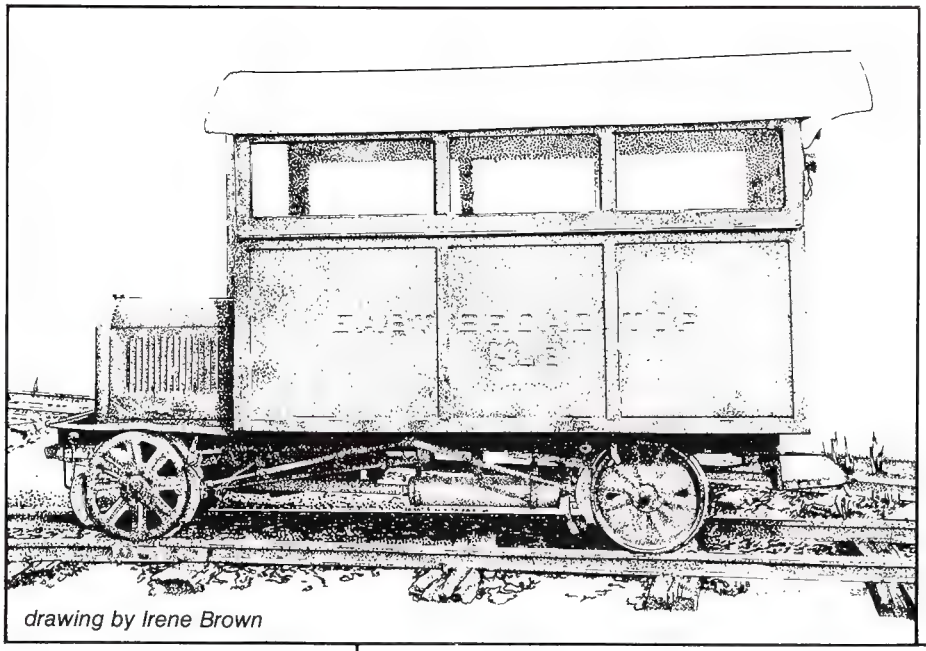
Center Left: The Rockhill yards with rusting hoppers. The building in the background with the twin stacks is the shops.

Center Right: A view of the Mt. Union yard looking north. Most of the yard trackage is dual gauge like that shown in the foreground.

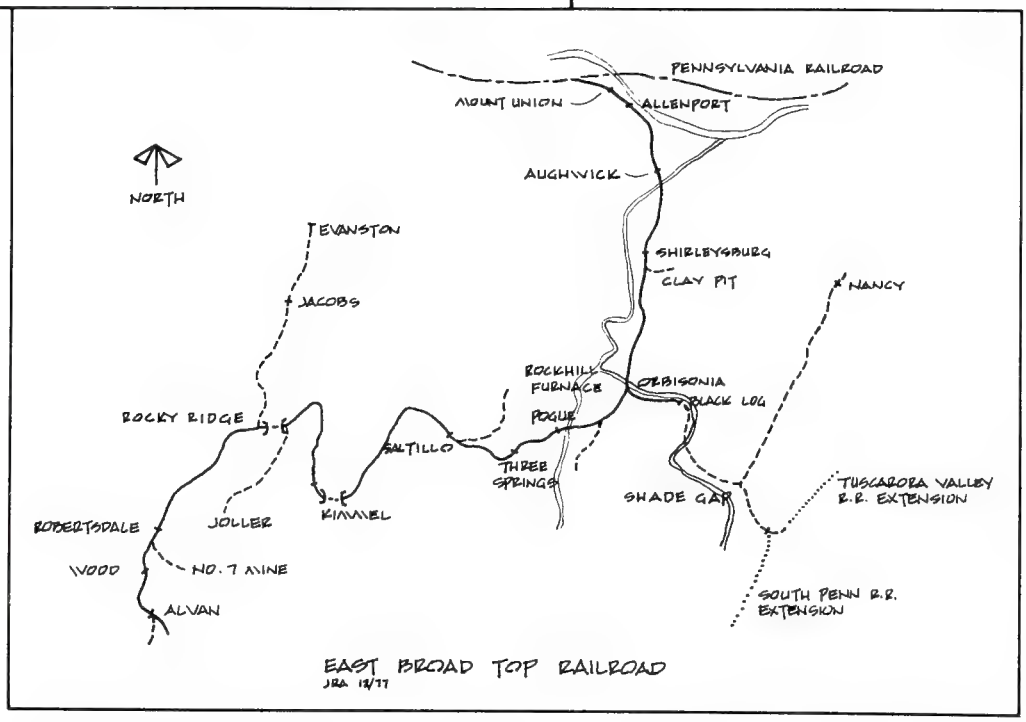
Bottom Left (Upper): The north portal of Sideling Hill tunnel. Note the growth of trees. This is an unusual portal and would make a worthwhile way to enclose one of your tunnels.

Bottom Left (Lower): The west portal of the Rocky Ridge tunnel. This portal illustrates another way of making a narrow gauge tunnel opening.

Bottom Right: The east portal of the Rocky Ridge tunnel. The small shack was used for the attendant. Note the door has fallen onto the tracks.



drawing by Irene Brown



and wing walls are in pretty good shape. The metal roll-up door covering the mouth of the tunnel is still intact in the down position but the years have taken their toll; it is rusted away in places and very thin in others.

Why doors on a tunnel? The first EBT Mikado derailed in this tunnel because of ice which had formed on the rails. Because of this, wooden doors were installed at one tunnel entrance. These would cut off winter drafts and prevent formation of ice. An attendant was stationed at the tunnel and on a whistle signal he opened the doors for the train. The wooden doors were eventually replaced by the present metal doors which opened electrically when a member of the train crew pulled a switch as the train approached.

We ventured into the tunnel for a short distance. Water covered the floor of it almost level with the ties. The timbers and planking holding the tunnel roof are still intact. Outside stands the remains of the attendant's shack. Since we were not daring enough to walk through the tunnel, we climbed over the mountain to look at the other tunnel portal. This portal is carved out of solid rock. Some of the wooden beams and timbers have collapsed. At this end of the tunnel the water was deep enough to cover the rails.

A short distance from this portal the roadbed crosses the road once again. Here is located a passing siding and a shack that at one time held a stove and handcar. This is Kimmel siding. The railroad turns north a short distance along Sideling Hill and then makes a "muleshoe curve" to the other side of the valley.

This is the location of Coles. It is here the Joller branch leaves the mainline and continues for 2.3 miles up the side of Wray's Hill. At the top of the mountain the grade passes through a short cut and then drifts downward to the mines at Joller. This branch was abandoned about 1954 and only the roadbed and a few remains of the mines can be seen.

Back at the mainline and Coles we continued along the side of Wray's Hill. For a short distance we saw the Joller branch below us but then the grade curved into the mountain through the EBT's second tunnel. Unlike the tunnel through Sideling Hill, this one is straight. The other major physical features are similar: the attendant's shack, concrete portal, and the roll-up door. However, here the tunnel door and frame have collapsed forward onto the track. Once again we were afraid to walk through the tunnel. That meant climbing a mountain again,

and this one was a lot steeper and higher than the last. The climb was well worth it. There was a concrete portal, but the opening was partly closed with rocks and other debris from the collapsed ceiling.

Now we were in for the surprise that made the climb worth it. I had expected to find the abandoned grade for the Evanston branch, but I never expected to find the Rocky Ridge station still intact. The station is a small two story frame structure lacking only its windows. It was even safe to climb to the second floor.

The area around the station seemed to have been designed by a model railroader. The station is nestled in a hollow between three mountains in a sheltered area. About one hundred feet west of the station is a steel girder bridge over a rushing mountain stream. On the other side of the bridge is one leg of the wye for the Evanston branch cut into the side of the mountain. The other leg crossed the stream and connected to the main between the bridge and the station. Beyond the far leg of the wye is a passing siding. Some distance along the siding is a telephone pole with a ring used to open and close the tunnel door still attached. This area, next to Saltillo, appealed to me the most of any of the places along the abandoned portion of the railroad.

The Evanston branch was built in 1906 to reach some coal mines at Jacobs and then extended to Evanston for a total of five miles. this branch was abandoned in 1940 and torn up for scrap.

The next potential point of interest was the village of Cooks. The present village of Cooks consists of only a crossroads, a few buildings and a passing siding. There were no signs of any railroad related structures.

Our next stop was Robertsdale. From Cooks to Robertsdale the roadbed follows Route 919 pretty closely and we had several glances of it. Robertsdale, after Mount Union and Orbisonia, is the largest and also the last town along the line. After Robertsdale the trackage leads to the several mines that were the reason for the EBT's existence. At Robertsdale only the station remains standing. This is located directly to your right as you cross the railroad in Robertsdale. To the left is the wye used for turning the locomotives. All the other buildings were either destroyed by fire or torn down. We saw what looked like the remains of a coal loader and the foundation for an enginehouse. The various tracks at Robertsdale are in the worse condition of any we had seen so far. Over half of the ties were completely gone and some of the tracks were nearly buried. The mainline out of Robertsdale toward the mines consisted of two tracks.

We followed the tracks farther to the village of Wood. At the edge of Wood we found two more coal loaders. One of these apparently had a ramp where trucks could back on to it and dump directly into the hoppers. The mainline continued onward from here, also with two tracks, to the mines at Alvan, the end point of the EBT. Wood was the furtherest point of our journey. We decided to retrace our steps and go to Orbisonia to follow the mainline into Mount Union.

At Orbisonia we remembered the third branch operated by the EBT. It departed from the main at the Rockhill yard and traveled eastward. Originally this was built to reach the iron furnaces at Black Log. The railroad was extended to Shade Gap and then branched south to Neelyton and north to Nancy. It was built primarily to join with a planned RR expansion which would reach from Philadelphia to Pittsburgh, and then later on was to connect with the Tuscarora Valley Railroad. After both these plans fell through, there was a time of little use for this branch when only some iron ore and agricultural products were carried. A portion was abandoned in 1906. The Shade Gap portion carried supplies to Neelyton during the building of that part of the Pennsylvania turnpike in the late 1930's. This branch was torn out in 1943. After 1948 only a spur was operated to Black Log. Even though the track is gone the roadbed is easy to see as you travel from Neelyton to Orbisonia along Route 522.

The topography of the Orbisonia-Mount Union portion of the line is much different than that to Robertsdale. Here the roadbed follows the Aughwick Valley through rolling farmlands and small villages to Mount Union. The portion of the mainline directly east of Orbisonia is the operating segment. This part is easily seen from Route 522. The operating portion is about five miles long and at a one-time branch into a clay pit. At the intersection of this branch with the mainline are a turning wye and a picnic grove.

As we continued eastward, the roadbed was lost from sight until Route 522 passed through the village of Shirleysburg. At the east end of town the roadbed passes through an old graveyard and crosses the highway. There the railroad grade and highway separate until the outskirts of Allenport. So to follow the roadbed one must backtrack to just before Shirleysburg. A road that turns left here parallels the railroad very closely after a mile or so. In two or three miles this road crosses the Augwick Creek. Adjacent to the highway bridge is the EBT's concrete arch bridge, one of the first concrete arch railroad bridges in the United States. It was built just after the turn of the century during the upgrading of the line and is in farily good shape today except for some chipped spots.

After finding our way back to Route 522 we continued to Allenport. Here the track parallels the road very closely and after awhile the track becomes dual gauge. Just before Mount Union the track disappears behind some coal piles. As we entered Mount Union we saw signs of the railroad yard from Route 522. Just before the A&P Market we turned right into a coal covered driveway and in about two hundred feet we were in the Mount Union yard. The view is staggering, to the right, the steel skeletons of the overhead crane and the coal washing plant. To the left, numerous rusting coal hoppers scattered over the yard area and, at the far end of the yard, the enginehouse.

The overhead crane suffered a fire so all that remains is the steel. It was used to lift one end of standard gauge cars when replacing the standard trucks with narrow gauge ones. The EBT was able to do this because the rails and roadbed could support standard gauge loads after the line was upgraded in the early 1900's. Even the tunnels had sufficient clearances so standard gauge cars could travel the entire length of the line.

Like the crane, the coal washing plant burned at one time and now only the framing remains. It was here that the coal from the narrow gauge hoppers was dumped, sorted, washed, and loaded into standard gauge cars for interchange with the Pennsylvania Railroad. Through the years the major markets for the coal were three brick factories in Mount Union. When these either closed down or converted to oil or gas the demise of the EBT was hastened. To facilitate the loading of the coal into standard gauge cars, most of the Mount Union yard is dual gauge trackage. This was an advantage the EBT had over other narrow gauge railroads.

To switch the Mount Union yards, the EBT had on their locomotive roster two standard gauge 0-6-0 switchers. These were kept in the Mount Union enginehouse. In fact, one of the switchers is still there. The switchers were equipped with a pair of couplers at each end, one for standard gauge and the other for narrow gauge.

We saw a great number of hopper cars scattered around the yards both above and below the coal washing plant. I counted about one hundred and twenty hoppers. In fact, there were three or four strings of hoppers still coupled in the EBT's usual twenty-two car consists. Walking along the strings of hoppers past the enginehouse we came to the end of the dual gauge trckage and the start of the Pennsylvania Railroad's (now Conrail's) small yard at Mount Union.

This is the East Broad Top as it was in November of 1977. It is unique in that after twenty years since abandonment, it has the entire mainline and many of its structures still intact. In addition, all of its motive power and over two hundred pieces of rolling stock have survived the scrapper's torch. The EBT was and is a truly remarkable railroad – not only while it was operating, but now in its abandoned state. I am glad I live close enough to visit this narrow gauge mecca regularly and I strongly recommend the experience to other narrow gauge fans if they have the opportunity.

The purpose of the preceeding article was to describe items of interest along the East Broad Top Railroad as it was seen by the author in November 1977. The photographs show deserted scenes and derelict equipment. But the EBT does live and we hope you will take the time to visit and ride the 10 mile, 50 minute round trip available at Orbisonia, Pennsylvania. The photos, map and schedule on this page will get you in touch with the EBT and allow you to experience one of the oldest narrow gauge lines in America. *Bob Brown.*

Locomotive #12 just north of Orbisonia. This EBT 2-8-2 was photographed in July 1978. *Photo by John W. Nanson.*

EBT #12 in the yards at Orbisonia in July 1978. *Photo by John W. Nanson.*

Excursion car #5 at rest. *Photo by John W. Nanson.*

OPERATING SCHEDULE

JUNE – Weekends (Saturday & Sunday)
JULY AND AUGUST – Every day
SEPTEMBER AND OCTOBER – Weekends (Saturday & Sunday)

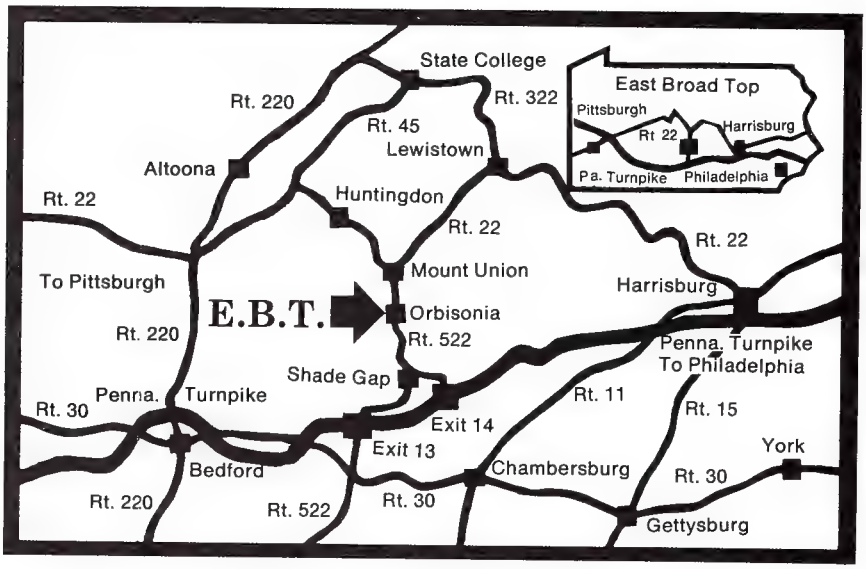
Trains run on the hour – 11:00 A.M. to 4:00 P.M.

The management reserves the right to alter schedules or substitute motive power as operating conditions demand.

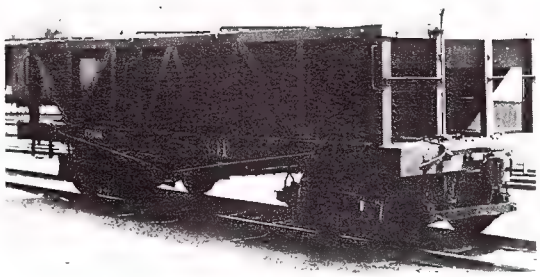
Picnic areas near the station, and at the end of the line.

Group Rates available – write to:

The East Broad Top Railroad
Rockhill Furnace, Pennsylvania 17249
Phone: (814) 447-3011



EAST BROAD TOP
Hopper Car #346

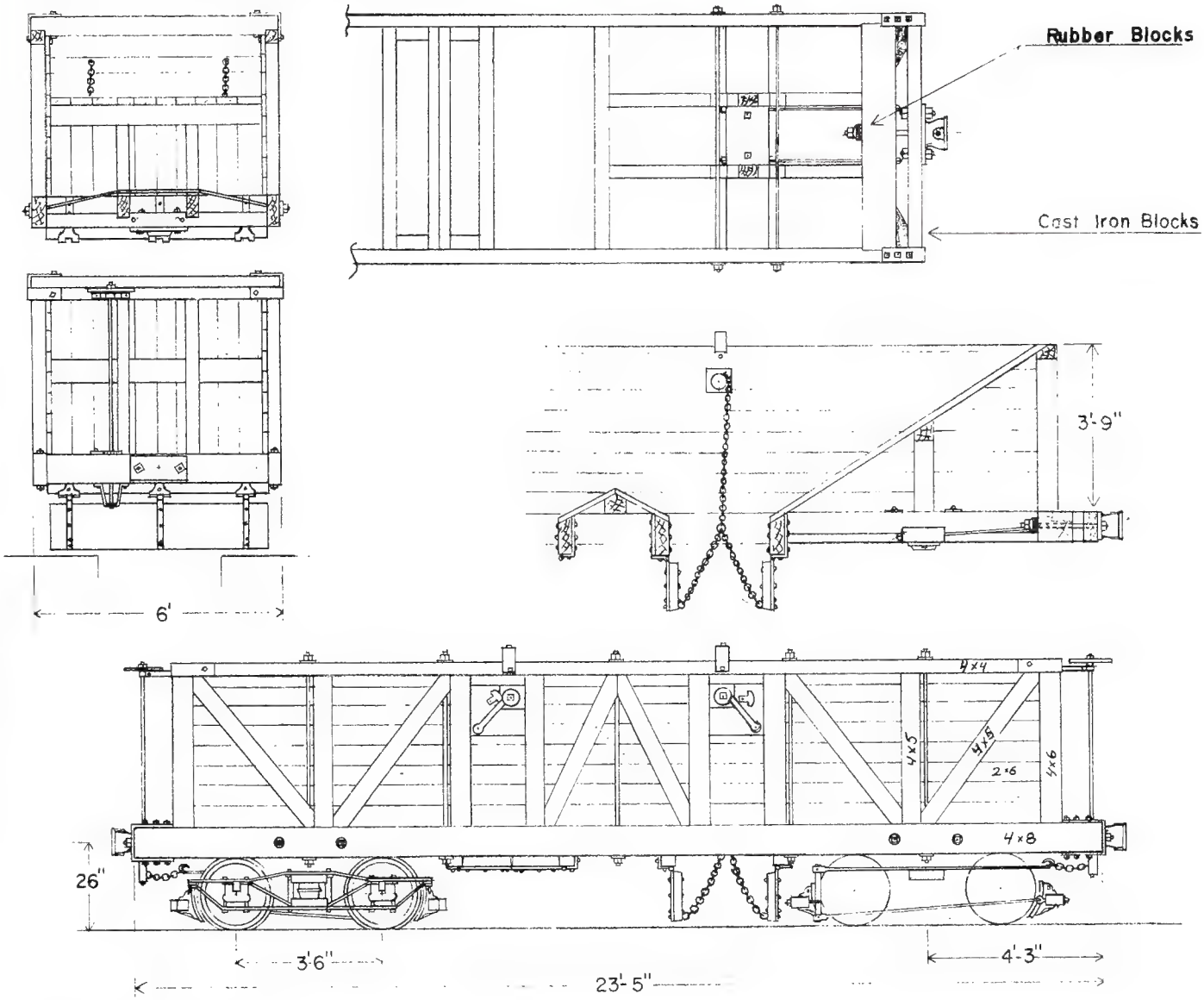


This photo shows an old wooden hopper car very similar to the car shown on the plan. The side bracing and the hopper door winding mechanism are similar. However, the truss rods on the outside of the side sills and the open areas at the end of the sides do not match the plan. *Photo, collection of Vince Ryan.*

This photo shows another variation of an early EBT wooden hopper car. Note the flared top boards on the sides, the heavy side planks, the brake "wheel" and the prominent wooden spring planks on the trucks. *Photo, collection of Vince Ryan.*

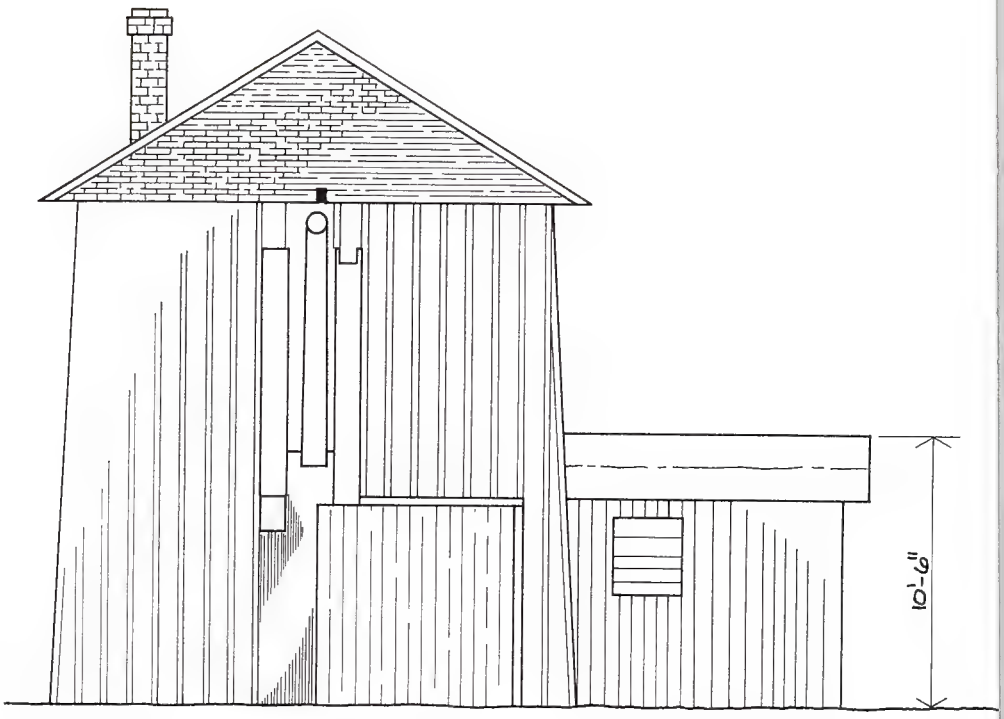
Built by Billmeyer & Smalls, York, PA
Lt. Wt. 9000 Capy. 20000
From engravings in
Narrow Gauge Railways in America*
Scale ¼" = 1'
Revised Oct. 29, 1967 John E. Robinson

*Fleming, Howard (1875) *Narrow Gauge Railways in America*, 101 plus pages Republished in 1949 by Grahame H. Hardy, Oakland, California.



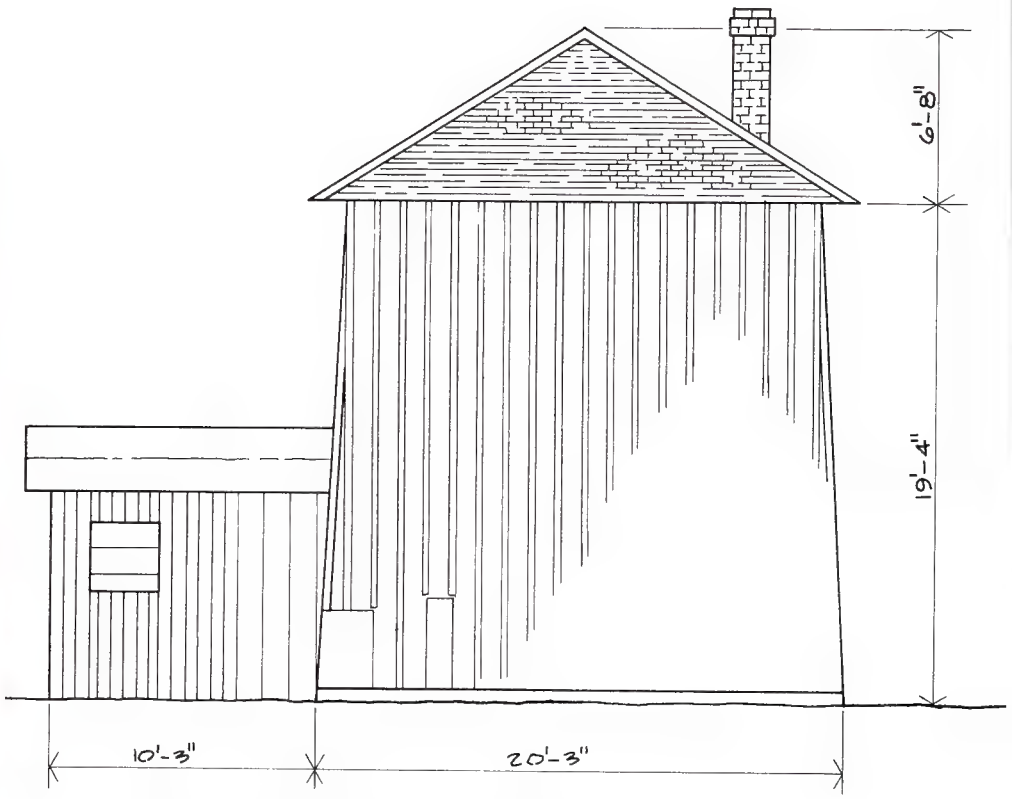
EAST BROAD TOP R.R. Water Tank

Saltillo, PA
Measured: November 1977
Drawn by: Joel R. Altland
Scale: 3.5mm = 1'0" HO Scale

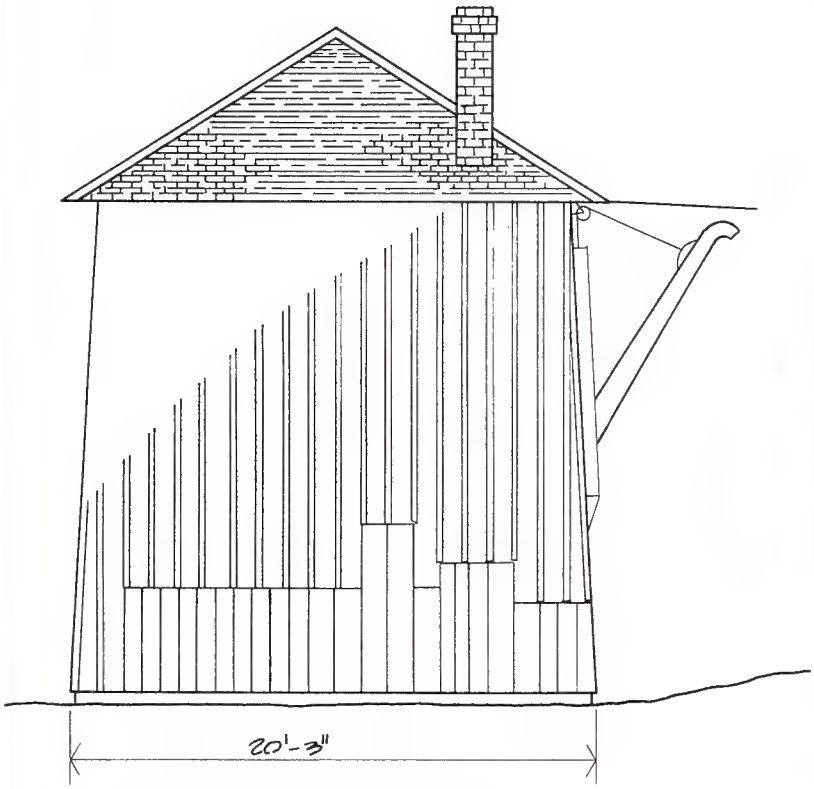


NORTH ELEVATION

This 1977 close up view shows how simple the spout mechanism is. All the details are hidden in those wooden covers. *Photo by Joel Altland.*



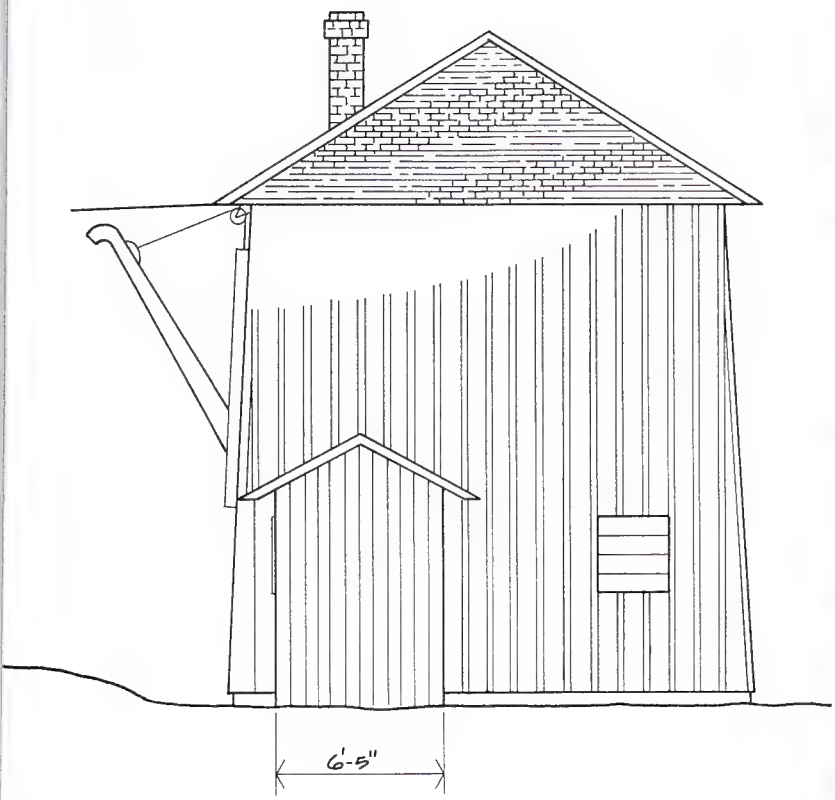
SOUTH ELEVATION



EAST ELEVATION

John Krause took this photo showing the Saltillo water tank still in use. The photo was taken in 1955 and shows a loaded hopper train going north. *Photo by John Krause.*

The Saltillo tank in 1977. This view was taken from across the tracks facing the front of the structure. *Photo by Joel Altland.*



WEST ELEVATION

The back side of the water tank photographed in 1977. Note the stone bridge abutment. The building is painted a barn red. *Photo by Joel Altland.*

EAST BROAD TOP R.R. Weight Car

An Easy Project for Styrene

by Gene Deimling

This article is a follow-up to my introductory article in the May/June 1978 **GAZETTE** on building with styrene. I have chosen a specific car, the EBT scale test car as an ideal first attempt for the novice styrene builder.

The prototype for my On3 model was used by the EBT to test and calibrate their car scales. Since weight was one factor in determining the charge for hauling a commodity, accurate weight was important to the railroad and the shipper. Scale test cars in narrow gauge were unusual but then so was the East Broad Top.

Step 1: Basic Body and Frame

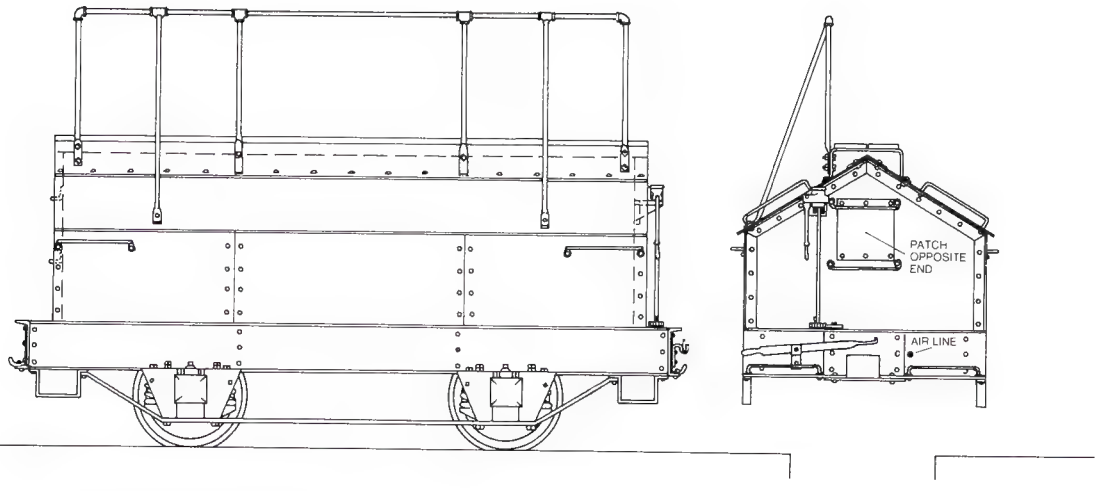
The body and frame were made from .040 inch styrene sheet with .015 inch detail overlays. The ends and floor of the body were cut and fabricated from .040 inch sheet. Bond the ends to the floor first. Make sure that the ends are supported vertically while the MEK sets up. Next, layout the frame on .040 inch sheet stock using the scale drawings and Figure 2 as a guide. The floor of the frame measures 4 feet 1 inch by 12 feet 10 inches. The frame and ends were cut from Evergreen's 2 inch by 10 inch styrene strips. Assembly of these parts formed a box which serves as the subframe to which detail was added.

Step 2: Body Detail

The body sides were laid out on .015 inch sheet styrene. The rivet detail was impressed on the sides prior to cutting them out. I used a converted sewing machine to form the rivet heads. There are a number of tools commercially available to do the job. The sides were bonded to the body first. Note that the sides extend further on one end than on the other. The roof sheets were added next. The underside of the side and roof overhang was detailed with .010 inch thick strips of styrene impressed with rivets. Riveted strips were applied to the ends also.

The roof walk support was formed from two six inch high by .015 inch strips which form the sides. This was capped with a 16 inch wide by .015 inch strip. Three inch wide rivet impressed strips were bonded along the sides.

The railing was formed out of .030 inch brass wire. I used Tomalco cast tee's to connect the vertical braces to the horizontal piece. Put the tee's on the wire before bending. After the horizontal piece is formed, anneal the ends with a torch. Put each end in a smooth jaw vise and tighten it until it is flat. You can drill the flattened ends to allow insertion of some Grandt nut-bolt-washer castings. The railing as-



Scale: ¼ inch = 1 foot

Drawn by: Robert Schlechter 3-67
Data by: Steve Polkinghorn

sembly was bonded to the body with epoxy. Next, I installed some grabirons formed from .015 wire. The body is now complete except for painting.

Step 3: Frame Detail

Since the prototype frame was constructed from channels, I had to simulate this. This was done by bonding a .010 inch sheet on top of the basic "box" which was six scale inches wider and longer. Next, a .010 inch x 3 scale inch strip was bonded to the top forming the upper flange of the channel. The lower flange was made from a 5 scale inch wide by .015 inch strip bonded to the top of the sides and end. The flanges were tapered by dragging a razor blade along the length of each strip. A number of passes were necessary to get the proper effect. Next, a rivet impressed overlay was prepared out of .010 inch sheet stock. This must fit between the flanges precisely to form the vertical portion of the channel. Next, the reinforcing plates around the coupler pockets were fabricated from .020 inch stock. At this point I cut out the slots for coupler pockets using a file. You may have to make the openings oversized if you plan to use Kadee couplers.

Step 4: Journals and Pedestals

I used journals cut from a On3 MacLeod NCO truck. They looked like the ones used on the prototype and they were of a compatible material. A U-shaped piece of .020 inch styrene was used to form the pedestal back. This piece should be long enough to extend to the bottom of the side. I used some .100 inch by .060 inch strips to fill in between the front and rear of each pedestal. Now, mount the journals with Grandt 26 inch wheels in the pedestal backs. The front of the pedestal was made from .015 inch sheet styrene. The strap across the bottom of the pedestals was a strip of .015 inch by .060 inch Simpson strip brass.

Step 5: Odds and Ends

Fabricate the four steps from .015 inch by .040 inch strip brass. Add grabirons to the bottom flange of the end sill. The coupler lift bar was filed from a .015 inch strip of brass.

I airbrushed my model box car red and weathered it with Grumbacher pastel chalks. Add couplers, airhoses, and the "real" wood roof walk. If you plan to operate the model add a little weight to the underframe.

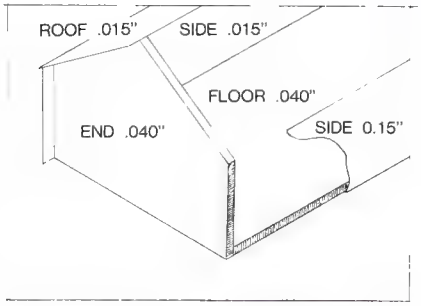
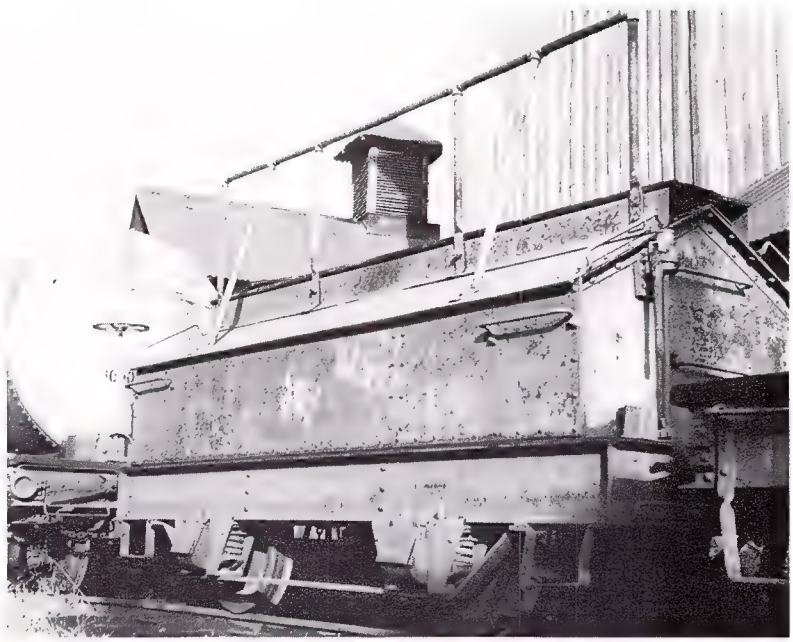
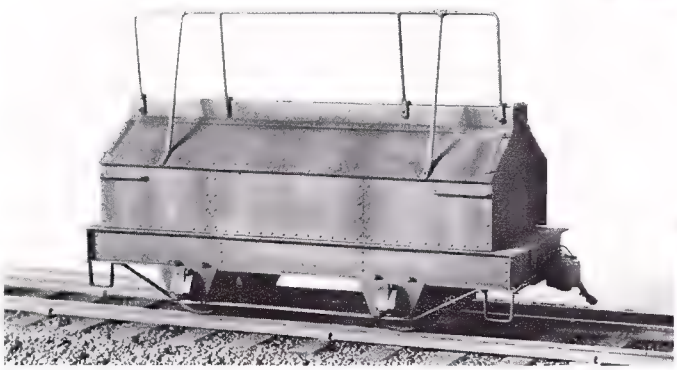


Figure 1. Basic Body Construction

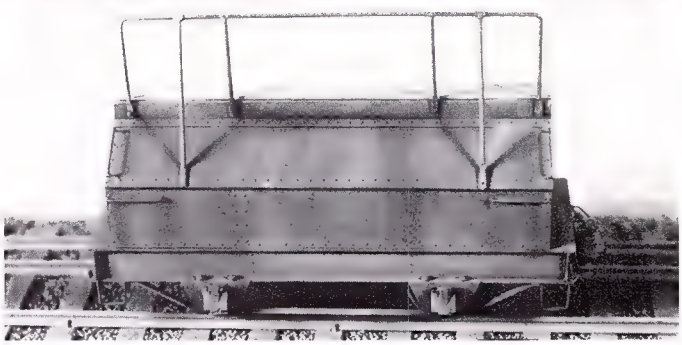
Figure 2. End View (less end beam)

This photo shows the sheet metal construction of the scale test car described in this article. Note the weathered finish which would lend itself well to a good rusting treatment. The need for the Tomalco tee's is evident in this photo. *Photo by Vince Ryan.*





The clean and crisp look of this car shows the advantage of using styrene when constructing sheet metal models.



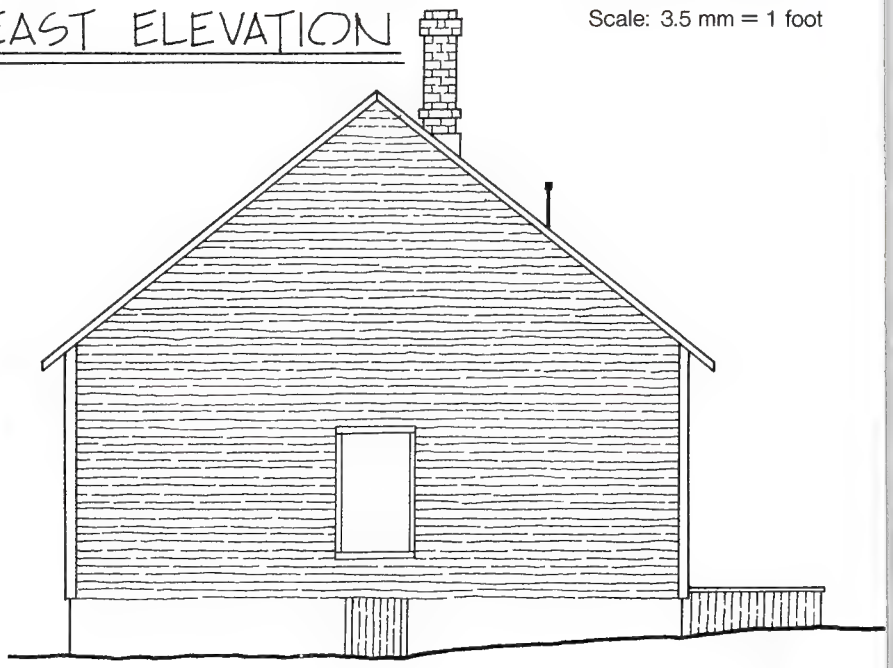
This high level view shows the real wood roofwalk and the use of Tomalco tees on the handrails. Details like this make a model more realistic.

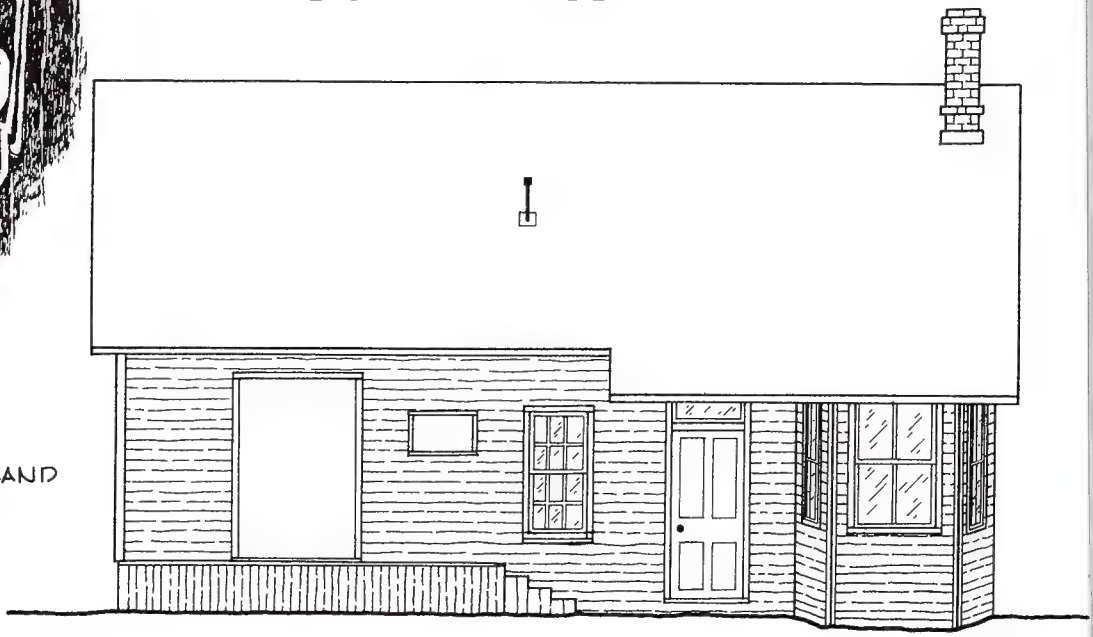
EAST BROAD TOP R.R.

Saltillo Station

Scale: 3.5 mm = 1 foot

EAST ELEVATION

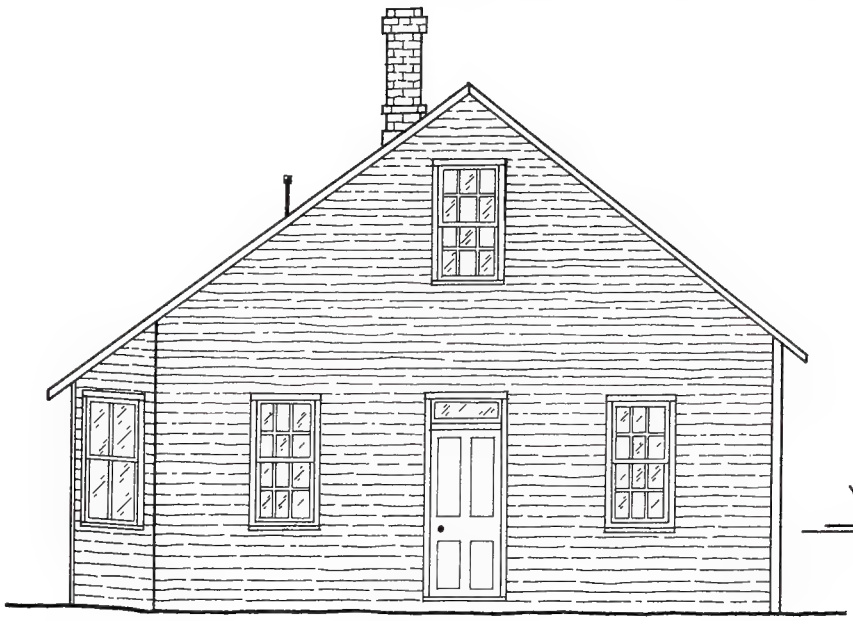




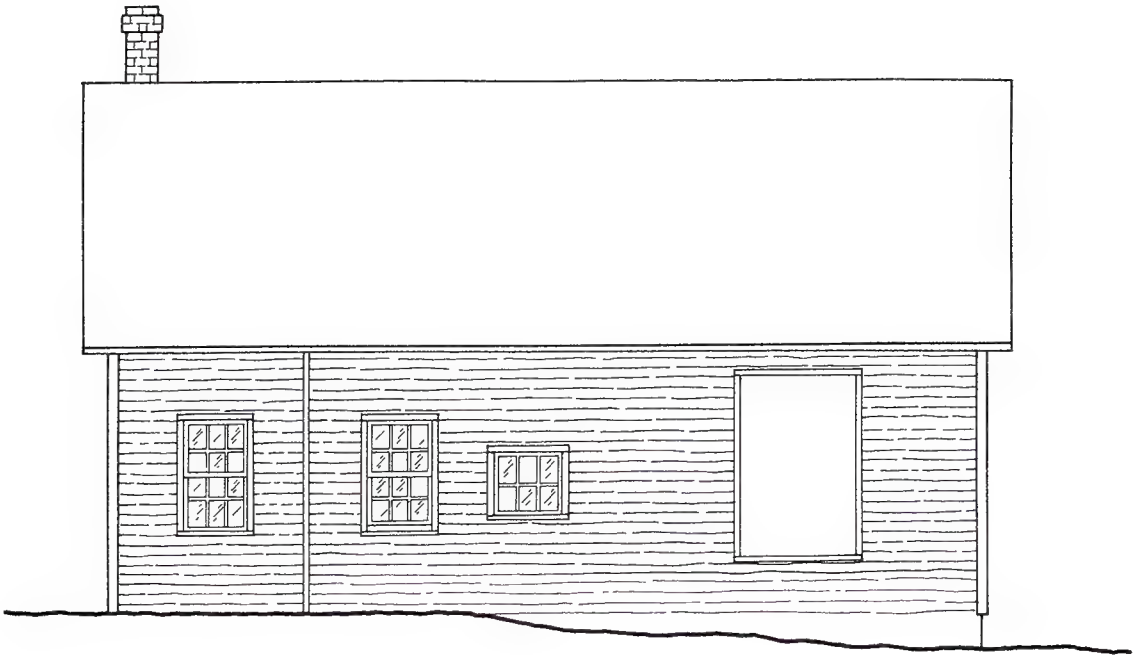
DRAWN BY: JOEL R. ALTLAND

SEPTEMBER 1978

NORTH ELEVATION



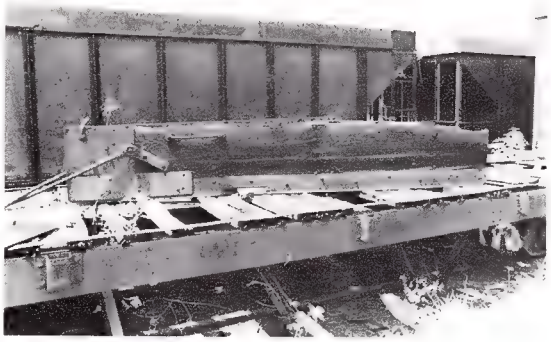
WEST ELEVATION



SOUTH ELEVATION

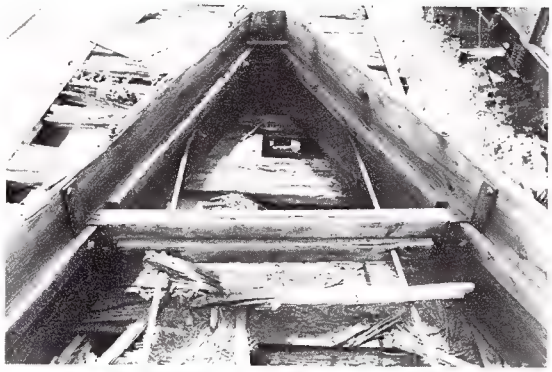
EAST BROAD TOP RAILROAD, OCTOBER, 1954. Photo by Fielding L. Bowman
Still early morning – 8:00 A.M. as #18 and 19 empty hoppers ease by the station at Saltillo, Pa.

EAST BROAD TOP R.R. Snow Plow



A side view of the plow. Notice the hoop on the front end and the metal plates and bolts. That handgrab is an interesting feature. Also note the steel flatcar. *Photo by Dave Johnson.*

A rear view of the plow showing the corner plates. *Photo by Dave Johnson.*

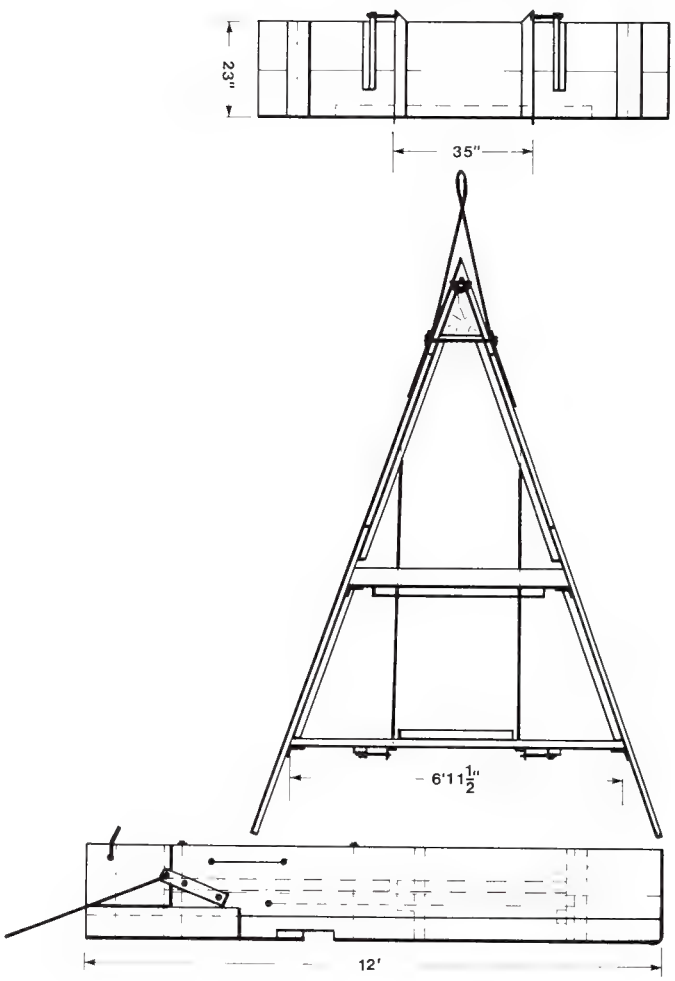


A top view showing the interior bracing and the way the plow was assembled at the prow. *Photo by Dave Johnson.*

Dave Johnson drew this EBT snowplow from measurements taken in 1978. Dave says that he has heard that the plow was operated in the later days of the line by placing it on the rails and pushing it along with a locomotive until an obstruction was reached. It was then picked up and moved around the obstruction. [If you have any information on this simple plow please let us know. ed.]

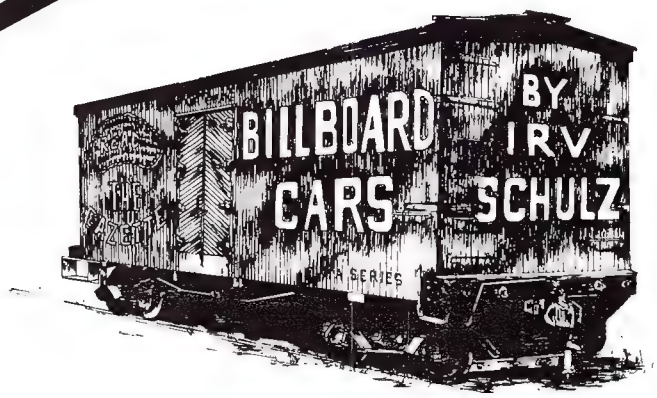
¼" = 1'

Drawn by Dave Johnson, 1978



Still More Pickles and Vinegar

A typical Heinz train showing two of the unusual "Coffin cars". This photograph was taken on the author's HO gauge vintage layout. *Photo by Leo Knight.*



by Irv Schulz

The so called "Coffin Cars" of H.J. Heinz were unique as far as railroad cars are concerned. I first spotted these cars in the **AMERICAN HERITAGE MAGAZINE** February 1972. One of the "Coffin Cars" was shown in a color lithograph. There was also a photograph on one of them being loaded at a Heinz plant at Walkerton, Indiana.

Heinz is said to have had a hand in developing these unusual cars. They were built to ship pickles and vinegar to Pittsburgh from his far flung empire. An early equipment register lists four vinegar cars numbered 50 thru 63 and several dozen pickle tank cars numbered anywhere from 18 thru 68. Their capacities in gallons ranged from 5,580 to 10,000. Further research, both at Heinz and the Carnegie Library at Pittsburgh has failed to turn up any more information on these billboard tankers.

During the 1978 NMRA National Convention at Dearborn, Michigan I had my layout open and ran a solid train of Heinz tankers, freezers and box cars. To my surprise many modelers who saw these unusual tank cars said they had never heard or seen a car of this type before – so if you'd like to build one in HO here is a rundown on how to do it.

The basic car is made from a #41 Chicago, Milwaukee & Saint Paul LaBelle Box Car kit. The sheathing and roofing is not required for the "Coffin Car" and may be set aside for some future project. The sides and sign are made from .015 styrene. Originally I scribed the syrene to represent 15 inch wide boards, however Evergreen Scale Models has styrene siding to fit these cars in HO only. The siding costs $1.50 per sheet and enough is included to do several cars.

First take the LaBelle kit floor and cut it down to a length of 36 feet. Next cement 4 x 16's, available from several different suppliers, around both the sides and ends, keeping them flush with the top of the floor. Let the end sills protrude slightly from each sill side. Finish the underframe per the kit plan. Make sure you compen-

sate for the wooden bolsters against the shortened floor length when using the La-Belle plan. Trim the end blocks to a height of 5 feet and cement at the end of the floor, not over the end sills. Cut the roof and glue it in place so that it sits flush to the end blocks. Install 2 x 8 inch top sills to sides and 2 x 10's to the end sills, mitering each corner on a 45° angle as illustrated.

Hatches and the roof walk, which consist of one plank on either side of the handrail posts, can be simulated with stripwood from the kit. Walk saddles are not required. Hinges and end straps are from the parts selection offered by Grandt Line.

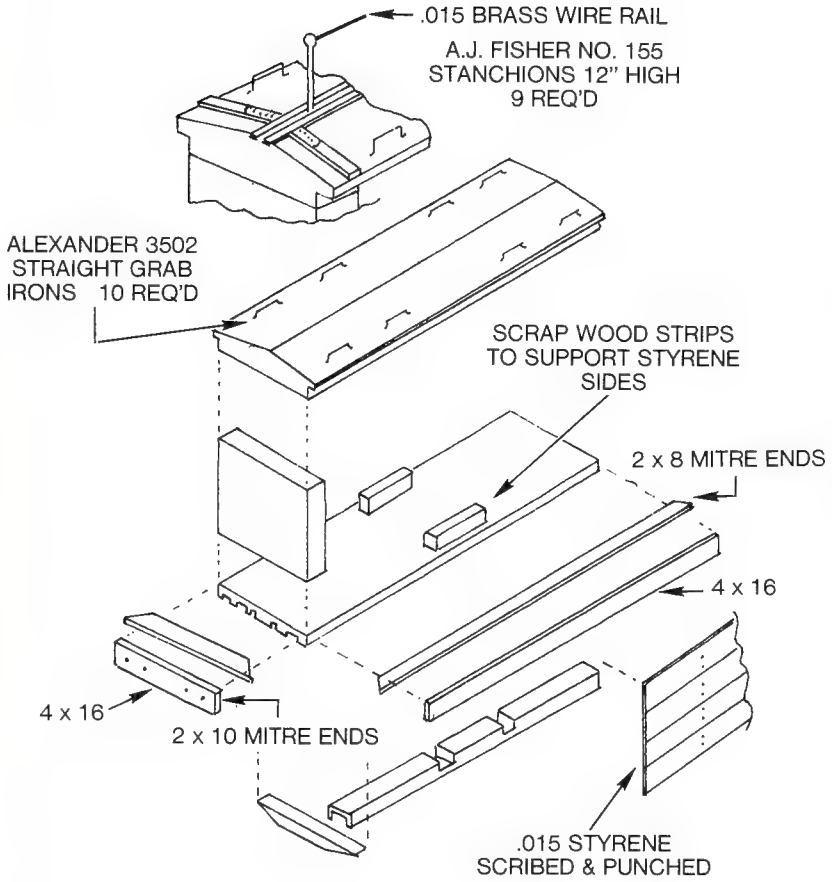
The side view of this car will assist the modeler in locating the rivets on the car sides. These were simulated using a compass point and punching through on the back side of the styrene. Hatches, handrail posts and grabirons are also located from the side view, as well as the styrene sign mounted on each side above the roof.

Colors are as follows, sides and sign white; roofs, ends and all sills Floquil RR 40 dark green; underframe and all fittings black.

125 Line has lettering available for four of these tank cars. Believe me, when I say, "They sure are colorful." Happy building to all.

HO SCALE

Early Coffin car of "The Good Provider". These cars had black and gold lettering with a red herald. They were used to transport pickles and vinegar between Indiana and Pittsburgh. *Photo courtesy H.J. Heinz Co., and Ed Lehew from 1894 Salesman's Catalog.*



TYPICAL CONSTRUCTION OF COFFIN CARS.
NO SCALE. CENTER SIGN NOT SHOWN.
by Irv Schulz.

The Heinz Prize Team with a heavy dray wagon. Note the portion of the tank car in the background. *Photo, collection of Irv Schulz. Courtesy of the H.J. Heinz Company.*

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4 GEARS IN THE WOODS PART II Three-lines in this one. Begins with close ups as the Osborne Bay logging shay switches the docks. Next comes Hillcrest Lumber and it's famed Climax thrashing around the property like a fireworks pinwheel. The final half of the film is devoted to the Feather River Shays deep in the Sierra forest. Sound again by Deane Ellsworth. 148 ft. silent **$23.50** sound **$30.95**

Stan Kistler

111 RODS IN THE WOODS Three lines. Begins with a petite MacMillan-Bloedel 2-6-2 doing the daily woods run, taking water etc. and one of the tank switchers pushing the cars at a spectacular water dump. Next we have Southwest Forest Industries 2-6-6-2 charging through the high country of Arizona with full loads. And the best is last: Rayonier mallets. Tank mallets 8 and 111. First, #8 on a cab hop into the woods and back fully loaded. Then, #111 heading for civilization again with logs of Bunyan size. You're inside the cab, you're pacing side by side, a flying switch and a stop for water. Sound recorded on location by Stan Kistler. 195 ft silent **$30.95** Sound **$40.95**

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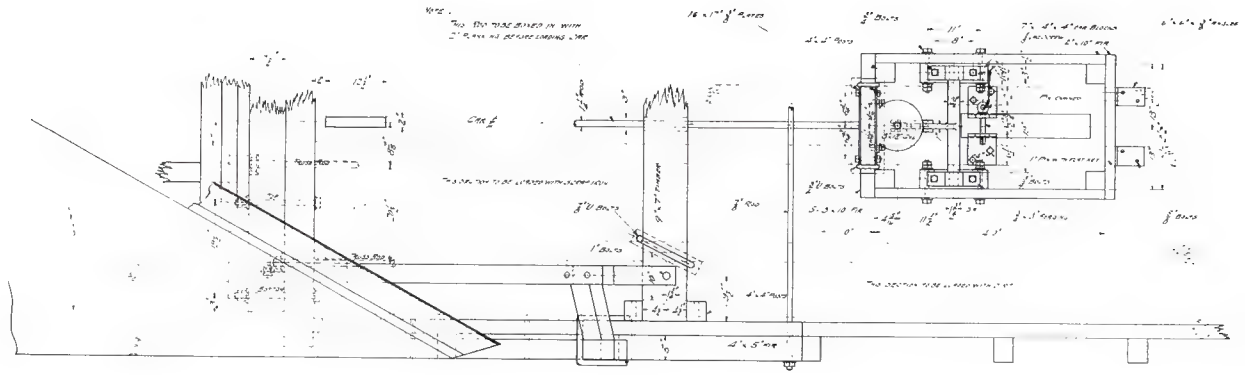
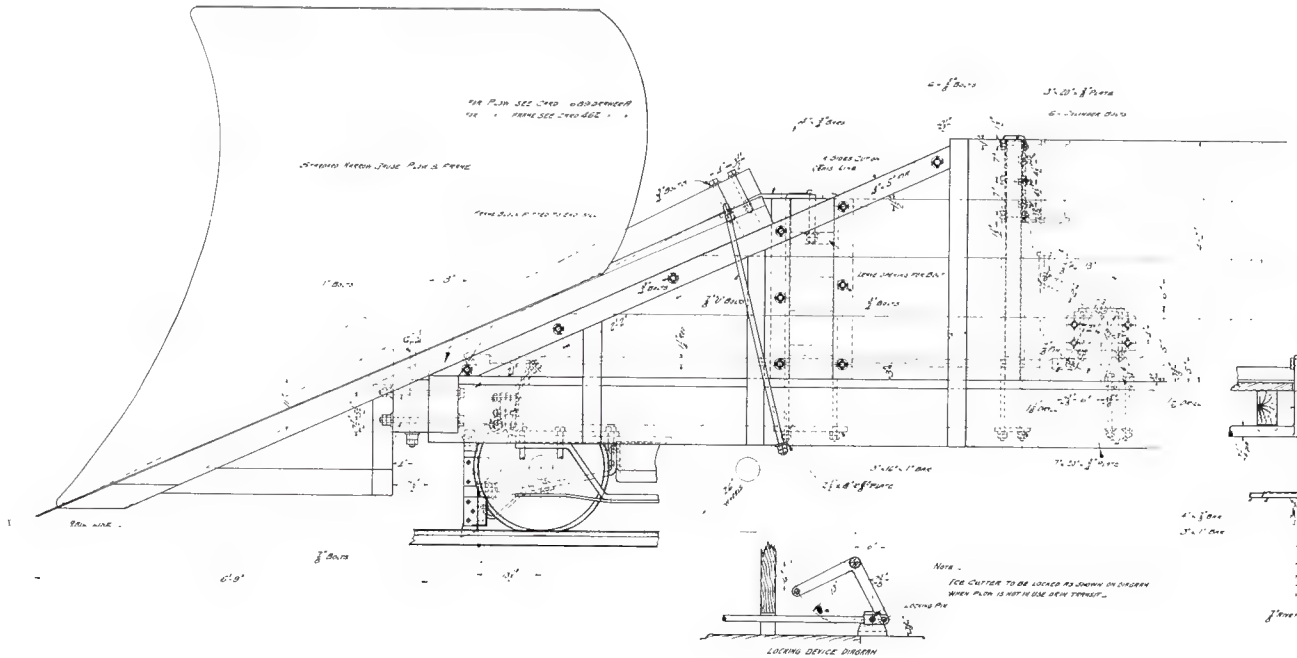
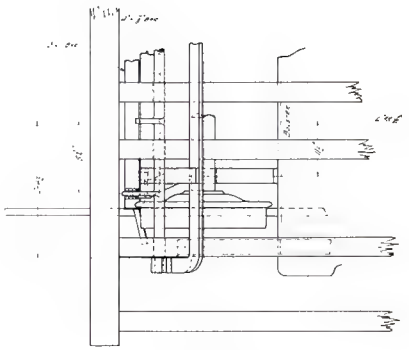
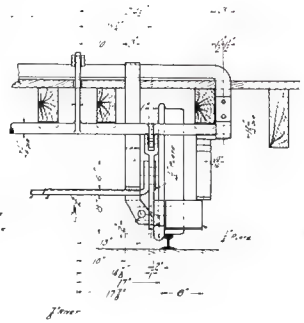
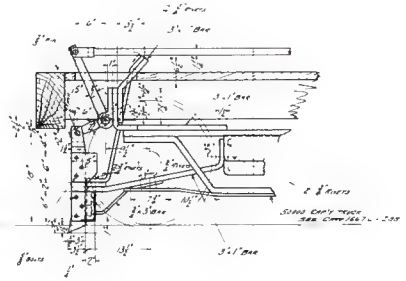
Scale ¼ inch = 1 foot











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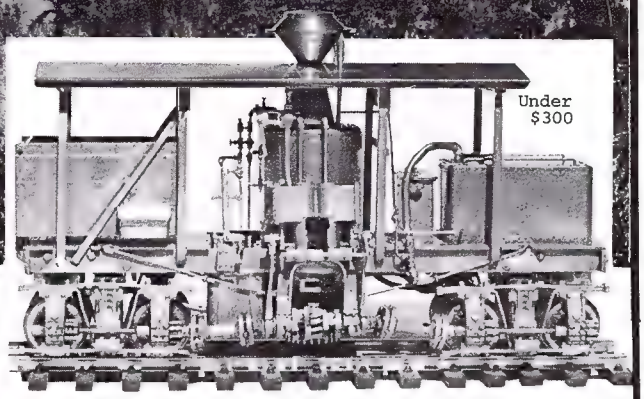

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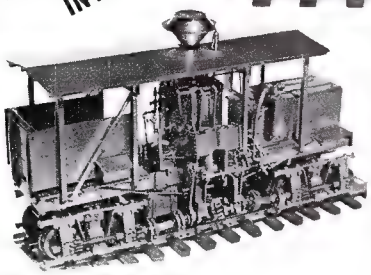

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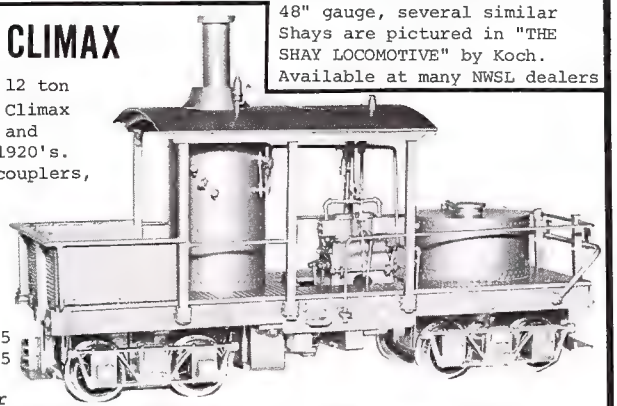

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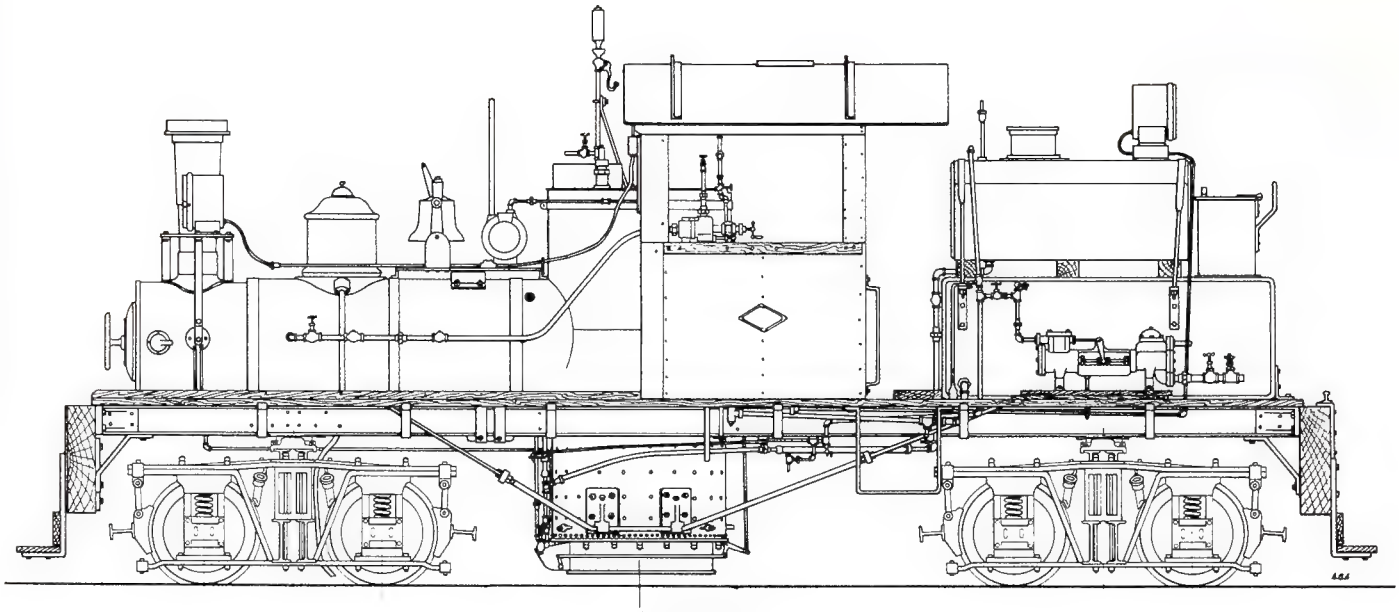


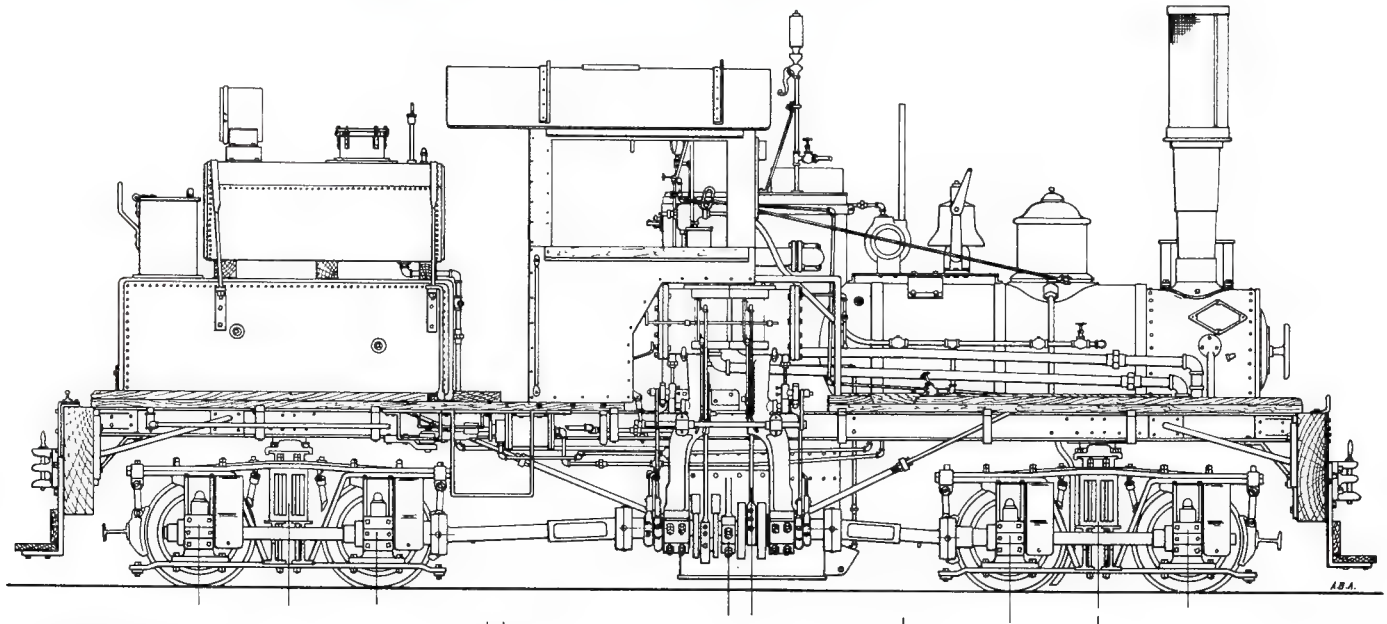
L.S. ELEVATION

18 Ton LIMA SHAY No. 122

As Rebuilt by MICH-CAL LUMBER Co.

Drawn by A.B. Armitage for Precision Scale Co. Scale: ¼" = 1'0"

Mich-Cal #2 shuffles through the tall grass at Camino, California in 1948. *Photo by Mallory Hope Ferrell.*



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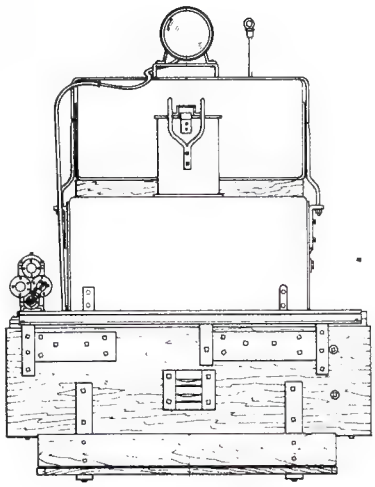
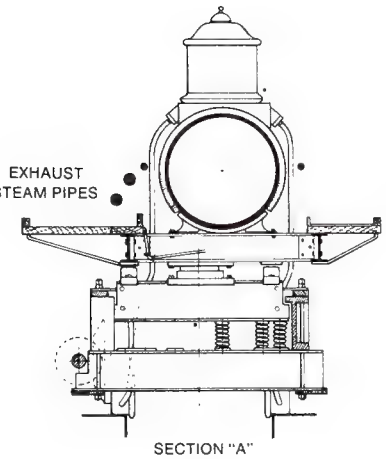
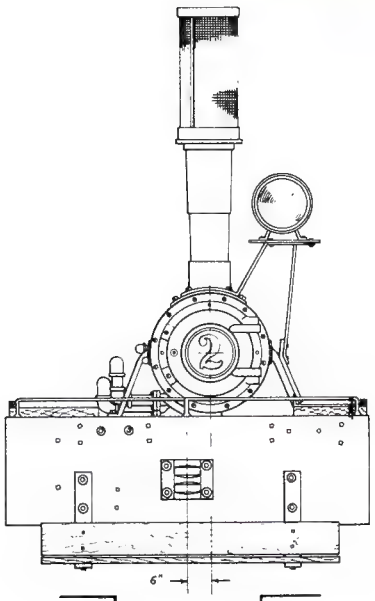
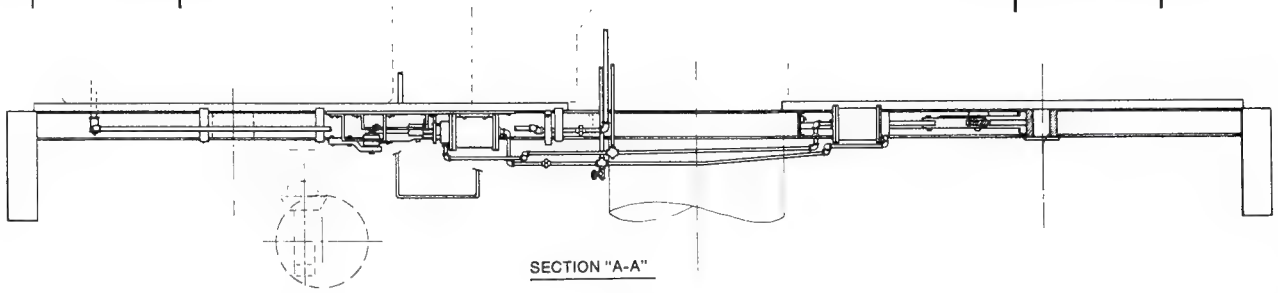
R.S. ELEVATION





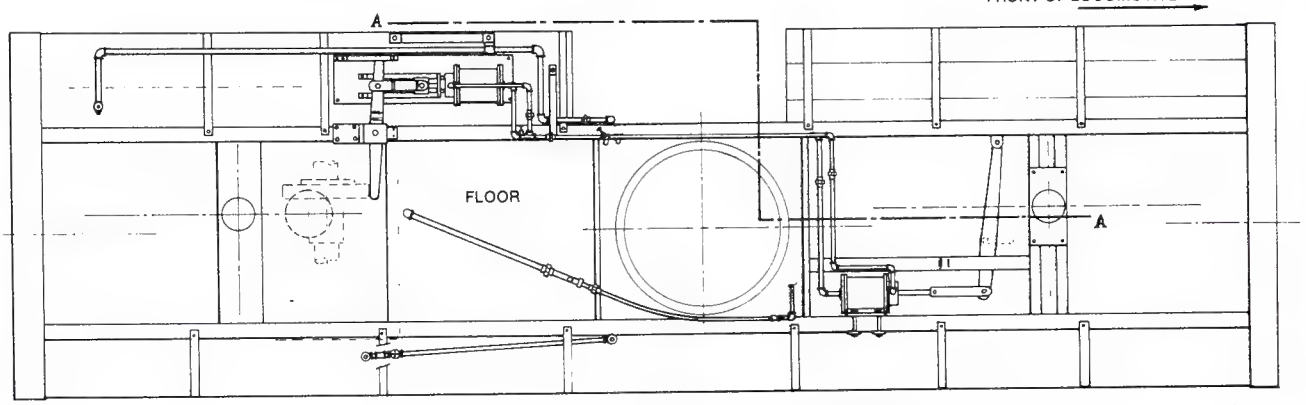
SECTION "A"



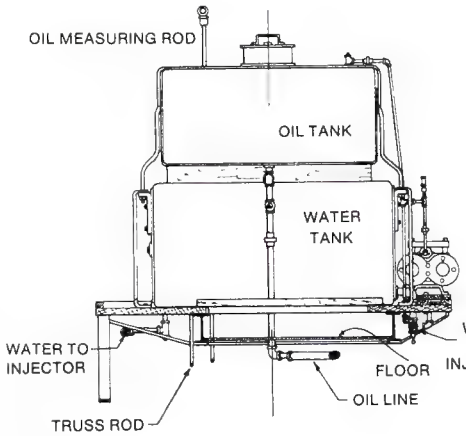


SECTION "A-A"

FRONT OF LOCOMOTIVE



ARRANGEMENT OF BRAKE GEAR (STEAM & AIR)
BOTTOM VIEW



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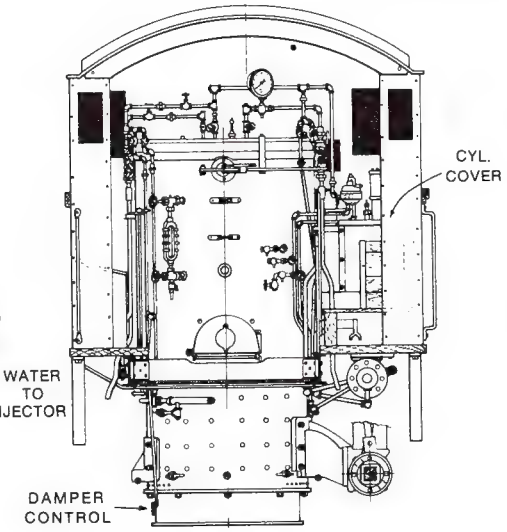

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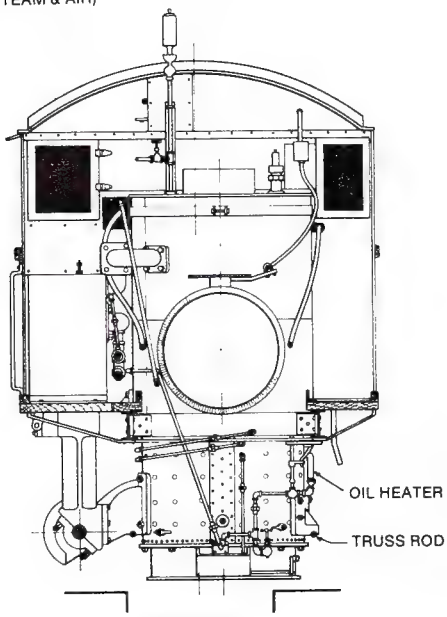


SECTION "B"

A view looking up the canyon. The code .055 rail shows nicely. Using lighter rail always seems to give narrow gauge track its character.

The Black Canyon

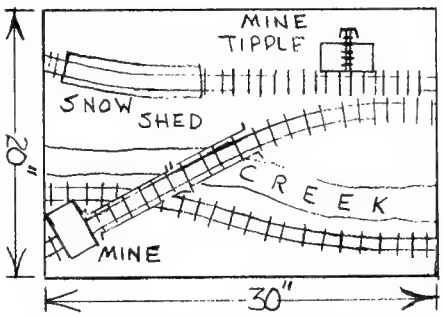
An HOn3 Scene by Larry Nyce
Photos by the author

In modeling the Rio Grande Southern railroad, I wanted to recreate such areas as Lizard Head and Ophir, but I also felt there were some other worthwhile scenic areas in Colorado that could be built into the Southern. Black Canyon was one of them. The original Denver and Rio Grande line along the Gunnison River possessed some magnificent scenery and brought to life such names as Cimarron, Sapinero and the Curecanti Needle. Much of this area today is inaccessible due to the creation of state water sheds.

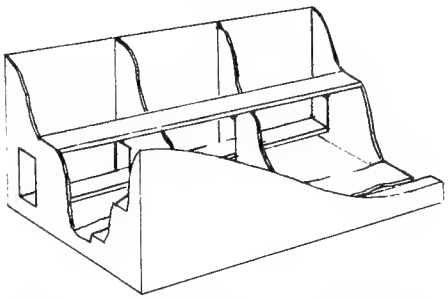
The portion of Black Canyon that I constructed does not resemble any particular part of the canyon but is rather a composite of the area. There is a prototypical main line along the river. There is also a high level mining branch and a spur crossing the river. The entire scene was built on a portable 20 inch x 36 inch module designed to drop into my layout. All the structures, bridges, and pine trees were scratch built.

Construction

A sketch was made of the area to be modeled. The tracks, structures and bridges were then drawn on a piece of card stock the actual size of the diorama. The sketch illustrates the "blueprint" upon which the scene was constructed.



The diorama was built upon a frame of 1 x 3's and 1 x 2's. The roadbed was built upon ½ plywood with homosote on top. I used ¼ inch plywood to make contour forms which made construction of the hardshell scenery easy. The perspective drawing shows the basic design.



Most pieces were glued and nailed together except the subroadbed which was screwed to the risers. After the roadbed was secured in place, pre-stained ties were laid. A jig and masking tape were used to speed up the process. Code 55 rail was spiked to every fifth tie. The low level line was laid first as this was the most inaccessible area. The high level mining branch was built next and the spur crossing the creek was left until later because of the bridges to be built. When all the rails were laid, a locomotive was test run through the canyon and along the high line. Bugs in the trackwork were worked out before the scenery was added.

Structures and Bridges

All the structures and bridges were built on the workbench. They are all scratch built, following no specific prototype, but typical of those existing in Colorado at the turn of the century.

The snow shed was constructed of bass wood prestained with a mixture of burnt umber oil paint and turpentine. The rear wall, which nestles against the mountainside, was constructed first, utilizing board by board construction (1 x 12's). The roof was built using the same technique. Extra boards were added to the roof to indicate that there had been some repair work done over the years. Several boards were split and cracked to indicate the ravages of Colorado winters. Ports were cut and fitted to the near side of the shed. These rest on concrete footings made by HO West. The structure was weathered with chalk.

The idea for the mine tipple came from a Campbell's catalog. It is similar to the tipple used in their mine head frame kit. The tipple was built from strip wood preweathered with leather dye. The track leading into the mine is by Alexander. the mine entrance was built from scrap lumber. Both the tipple and mine entrance were weathered with an air brush.

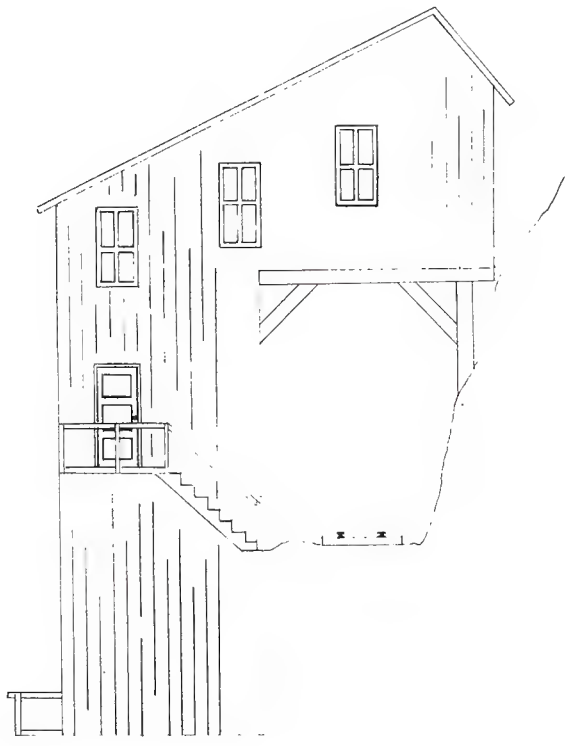
The mine building was entirely my own design and its size was largely dictated by the very small area in which it had to fit. I decided to make it a vertical structure to make it appear larger than it really is. It is mostly board by board construction with some strip wood siding also used. The windows are by Grandt and the roof is Campbell's corrugated siding. The stair risers were built in a jig as were the ladder, stair and walkway railings. The wood was pre-stained with oil paint and turpentine. The corrugated roof was painted first with Floquil lettering gray and then air brushed with Floquil's rust and weathered black. The diagram shows the size of the structure.

The deck-girder bridge was built around two pieces of bass wood 3 feet x 5 feet. Pla-struct plastic was used for the T-braces and I beams. Gusset plates were cut from Styrene. Campbell bridge ties were pre-stained and glued on top of the two girders. Grandt nut and bolt castings were used throughout. The entire structure was air brushed with grimy black and rust. The photo shows some of the detail.

The wooden deck bridge was constructed of pre-stained strip wood and was designed to fit between the deck girder bridge and the mountainside. The bridge measures 54 feet long and 12 feet wide. .020 brass wire was used for tension rods. Campbell ties were glued on top.

The bridge piers and abutments were carved from solid blocks of balsa wood with an x-acto knife. They were stained with a silver-gray leather dye mix made by combining one part of black leather dye with forty parts of denatured alcohol.

MINE BUILDING



MINE BUILDING

The freelance mine building described by Larry in this article. This little building seems right at home in this Colorado mountain scene.

An overall view of the Black Canyon. Notice the small size of the scene and the formers giving the canyon its shape.

Scenery

The basic scenery construction is hardshell. Wads of crumpled newspaper were covered with a web of masking tape. Some areas were pushed inward where depressions were desired and other areas were pulled out to represent hills or outcroppings of rock. Strips of paper towel were immersed in a thin consistency of densite (plaster) and laid upon the masking tape web. A second coat of plaster was added 24 hours later. Rocks cast from rubber molds were also added at this time. The rock castings were then painted with a mixture of oil paint and turpentine.

Some of the colors used were: raw umber, raw sienna, burnt umber, burnt sienna, lamp black, titanium white, van dyke brown, and cadmium yellow.

No particular pattern was followed when painting the rock castings, rather the colors were allowed to flow into each other. Lots of white was used to keep the colors subdued.

The ground cover is ground foam in various shades of green and brown. Woodland Scenics has some good commercial foam on the market. Natural earth (from Colorado, of course) was also blended in with the foam. Diluted Elmer's glue solution was sprayed to hold everything in place.

The bushes are bits of Woodland Scenics' foliage. When cut into small pieces, the foliage tends to become stringy; so a pair of scissors was used to trim off the strings. The bushes were glued in place with Elmer's glue. Weeds were made from pieces of twine and hemp. They were painted with thinned oil colors and glued on the scene.

Some of the trees are commercial products, but all of the large pine trees were built using dried Caspia for branches and balsa wood for the trunks. The trunks were carved from blocks of balsa wood, roughed up with a wire brush to simulate grain, and then stained with leather dye. The Caspia was air brushed a greenish color and then cut into small pieces. Small holes were drilled in the trunks with a pin vise and the Caspia was glued in the holes. After all the branches are in place, they were sprayed with a diluted glue mixture and ground foam was sprinkled liberally over them. While doing this, I continually shake the tree so that the foam does not adhere in lumps. When a tree is finished, I spray it with hair spray.

The Creek

The creek bed is plaster upon which rocks, pebbles, barrels, and weeds have been strewn. The simulated water is casting resin which is poured in layers. Since this can be a messy operation, this was the final step in the completion of the diorama. The water was formed from five layers of dyed casting resin. The first layer was dyed green to simulate the algae growth on the creek bottom. A few drops of yellow dye were added to the second and third layers of resin. A small drop of dye will go a long way so it's necessary to use it sparingly. The fourth layer of resin was dyed an amber color and the fifth and final layer was left clear. A word of caution when using the casting resin. The fumes are quite toxic and a well ventilated area is necessary. Also, at least 24 hours should elapse before each new layer is poured. Should you forget to add the hardener, you could wind up with an eternally wet creek. The method described results in an astonishingly wet looking creek and many visitors have left their finger prints trying to determine if it really is water.

The Cluttered Look

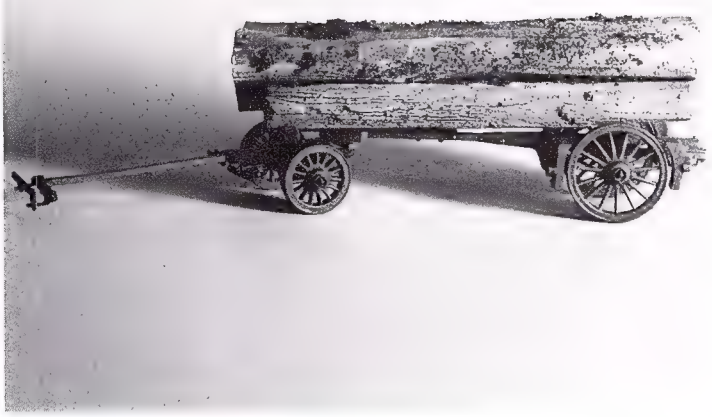
In almost any scene there is evidence that man has been there, be it good or bad. In the Black Canyon, he has left his mark as well. There are oil drums rusting away in the creek bottom; rotting railroad ties scattered along the right of way; weathered wooden water barrels; discarded planking from the mines and a couple of rubber tires that were used for who knows what. My scrap box has always been a good source of clutter, and I feel that attention to detail can make a scene really come alive.

The Final Blending

Once a scene is basically complete, I try to make sure that the over all picture looks real. I go over the entire diorama with an air brush, masking off some areas such as the creek and certain structures to avoid over spray I use Floquil's grime, rust, mud, earth, and weathered black. The paint mixture is kept extremely thin and the spray very light. The ground cover, bushes, rocks, weeds, and trees are sprayed from at least four different angles. The effect is very pleasing to the eye and creates a very blended appearance.

Black Canyon was completed in about eight weeks. It was designed to be a portion of my model railroad and will eventually connect with the main line to Ophir. The display took first place in dioramas and best in show at the Dixie Division/ Rockville Society of Model Engineers' Model Contest in February, 1978. The diorama also took a first place in the Mid East Region Convention at York, Pennsylvania in May, 1978.

This is Larry's second Blue Ribbon series award. His first appeared in the May/June 1978 **GAZETTE**. [ed]



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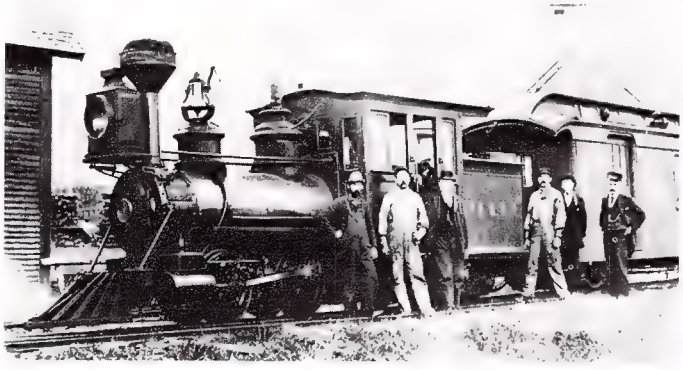
A Glimpse of the SR&RL

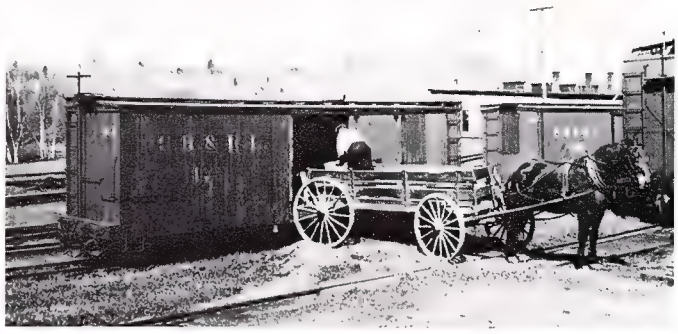
by Robert C. Jones

Trainman Jim Mitchell has just lined the switch for the northbound #8 at Phillips. The volume of people and baggage on the platform clearly show how things often were back in the "good old days". *Photo, collection of Elizabeth Montgomery.*

A Franklin & Megantic passenger train, their engine #1, and a proud crew pose at Strong in 1895. The second man from the left is engineer Dan Cushman; Strong agent Frank Dyer is shown in uniform on the right. *Photo, collection of the Phillips Historical Society.*



This May 9, 1935, scene at Farmington was representative of countless thousands of similar scenes that took place all over the S.R.&.R.L. narrow-gauge system between 1879 and 1935. *Photo by Linwood W. Moody.*



Probably most of you know the general story of the Sandy River & Rangely Lakes Railroad. But just to review a bit, the SR&RL started in 1879 as the SR and was dismantled in 1936. It ran through the woods and over the hills of northwestern Maine and interchanged with the Maine Central at Farmington. Over the years it carried a lot of people and freight. Ever since the early 1930's the SR&RL has caught the fancy of such writers as Freeman Hubbard, Lin Moody, H.T. Crittenden, the team of Peter Cornwall and Jack Farrell, and several others. That so much interest has developed in a local railroad that never quite reached a total of 120 miles of track seems amazing – and yet there is good reason. There never has been and never will be another railroad like the little SR&RL. As is so often the case among railfans, the longer a railroad has been gone, the more affection we feel for it. Such is certainly the case of the Sandy River & Rangeley Lakes Railroad.

I became enamored of this particular railroad in 1967 after reading Lin Moody's classic *The Maine Two-Footers*. It has been all uphill ever since. I have made over sixty trips to Franklin County, Maine, searching out photographs, talking with people and recording their reminiscences, and researching the complete files of local newspapers in Farmington, Phillips, Rangeley, and Kingfield. My wife and I enjoy each trip. The few surviving employees of the road have become warm personal friends, as have many of their descendants and other folks who still vividly remember the railroad with undying affection. It is primarily because of these wonderful people that "exploring" the SR&RL has been such an exhilarating experience for me over the years.

What gave this railroad its uniqueness and character? Many things. First of all, a small-scale railroad builder by the name of George Mansfield convinced the incorporators of the Sandy River Railroad exactly 100 years ago that their line should be built to a track gauge of two feet. This was at a time when approximately 75,000 miles of track had been built in this country, with no less than 14 different gauges in use. None, however, were any smaller than the Sandy River was to be.

After many frustrations and delays during the construction period, the road finally completed the 18 miles between Farmington and Phillips in time to secure a critical loan from the Town of Phillips – with 2½ hours to spare! The story of the construction would make a best seller in itself. The Shanahan Brothers were given the job, but after the contract was signed one of the brothers disappeared – and the other finally showed up to build the 18 miles of track with a crew of 15 men and no equipment – and there was only five months in which to do it. And so this phase haltingly went. There were eventually 74 trestles in 18 miles, mainline curves were so sharp that guard rails were installed to keep the equipment on the rails, a huge covered bridge was built that unfortunately was demolished by a tornado several years later, prepayments were made to the contractor for work never done, subcontractors had to be brought in for much of the work, and finally a derailment only a half-mile from its destination at nearly the very last hour nearly cost the road the Phillip's town loan. But enough of this ancient history; the Sandy River Railroad went on to become one of the best managed and operated companies in northwestern Maine.

A slow speed head-on collision in Strong resulted in minor damage to both engines. Seven passenger cars behind #7 all rolled over in slow motion, with virtually no damage to the cars and only a cut arm for personal injuries. Engineer Dana Aldrich was wheeling a full tonnage train when a last minute change in ball signals took away his right to enter the Strong yard ahead of the freight train coming down from Kingfield. The accident took place on July 8, 1916. *Photo, collection of Robert Stubbs.*

Over the next 20 years the main line was extended from Strong to Bigelow, some 30 miles; and from Phillips to Rangeley, about 29 miles. In addition, a total of some 40 miles of logging branches were eventually built. What made all of this two-foot gauge trackage unique was that it was operated like a well-run trunk-line railroad. Public and employees timetables were issued, no trains ventured onto the mainline without proper train orders, and movements at the principle locations were controlled by ball signals. In addition, during much of the railroad's history telephones were used between stations and out on the mainline, the latter so conductors could call the headquarters at Phillips to report problems or ask for special instructions. For many years the road's equipment was equipped with both automatic couplers and air brakes. Everything looked and operated like standard-gauge equipment – except it was smaller.

Although, as on all railroads, some of the engineers gained reputations for occasionally turning a very fast wheel, safety procedures were a primary concern of both management and operating personnel. In over 55 years of passenger service, no passenger ever lost his life in an accident nor sustained serious injury either, for that matter. Of course, there were accidents – accidents of every description – the same as have always taken place on all railroads. Accidents always drew the photographers out of the woodwork, the same as they do now. This has created a wealth of photos showing wrecks, sometimes as many as ten slightly different views of the same incident. All of these photos might tend to give one the impression that traveling on the SR&RL was like driving at rush-hour on a California freeway. This, however, definitely was not the case.

Interestingly, the SR&RL never owned a wrecker of any kind. Even the worst catastrophes were always picked up solely with block and tackle and large amounts of Yankee ingenuity. In fact, in the period from about 1915 to 1920 while Wilfred Caswell served as the master mechanic of the road, it was said by local wags that Wilfred always went out to pick up the

This rare and classic photo of the large covered depot at Strong was probably taken in the late 1880's. The first Franklin & Megantic boxcars were painted white, as is shown by boxcar #6 at the left. *Photo, collection of Allan L. Socea.*

wrecks with a piece of rope and his camera. He was an ardent amateur photographer, and fortunately he took hundreds of photos of nearly every phase of the railroad's operations.

The SR&RL was a complete transportation system in its day. Its timetables during its heyday showed a profusion of freight, passenger, and mixed trains. In the way of passenger equipment, about the only thing the road never owned was a Pullman car. It did own modern baggage/RPO cars, combines, coaches, open excursion cars, and a parlor car. That's right, the world's only two-foot gauge parlor car! This car was built in 1901 by the Jackson & Sharp Works for $3,125. It was 41 feet 6 inches long, 6 feet 6 inches wide, and as beautiful as almost anything that had been constructed for the standard-gauge roads. To ride in this luxury cost 50 cents extra fare. In addition to handling the U.S. Mail and baggage of all types, the SR&RL also handled American Express and Western Union business.

Freight equipment consisted of the traditional variety of boxcars, flats, flatcars with racks for carrying pulpwood, log bunks, and cabooses of varying styles. The road even operated three stock cars which had been converted from boxcars and flatcars. Imagine loaded stock cars operating through the deep forests of Maine! The road never owned any hoppers, tank cars, or gondolas. When bulk commodities such as coal or gravel had to be carried, short stakes were pounded into the pockets on flatcars and boards were set inside.

For locomotives there were 0-4-4T's, 2-4-4T's, and big 2-6-2's. The well-equipped shop force in Phillips took great care of both the motive power and the rolling stock, and made all but the very heaviest locomotive repairs right on the premises.

The management ran an excursion or special train for almost any reason – lodge meetings, high school baseball and basketball games, county fairs, world-famous circuses, opera singers, and for practically any other occasion which required numbers of people to get together. In addition, the train crews were very hospitable about picking up or dropping off local passengers anywhere along the line. These stops never appeared in the timetables, but they were made anyway. On countless occasions, engines were steamed up so they could carry a local physician on an emergency trip to treat a severely ill or injured patient in a country farmhouse or in the woods.

The SR&RL ran through some of the most beautiful countryside to be found anywhere – and it was beautiful in every season of the year. The trains generally were within sight or sound of a rock-filled stream, such as the Sandy, the Carrabassett, the Dead, the Orbeton, and the Nash. These rivers and woodland streams were crossed on covered bridges, on steel trestles, and structures of various other designs. At Redington and Rangeley the tracks passed along the shores of ponds and lakes.

While the terrain was always beautiful, it was at the same time often forbidding. Franklin County, Maine has heavy snow nearly every winter which is usually whipped about by relentless winds. The old-timers still maintain that the wind blows harder on Salem Flat than at any other place in Maine. The railroad combatted the snow and the cold by mounting large pony plows on all of its engines; and they normally were on for seven months out of the year. Six flangers, six snowplows, two shoulder cutters, and an ice cutter rounded out the snow-fighting equipment. Heated enclosed water tanks and completely enclosed trainsheds served a real function on the SR&RL. The narrow-gauge crews always took a great deal of pride in the fact that it was not unusual for their trains to arrive in Farmington after fighting heavy snow all the way only to find that the Maine Central's connecting trains couldn't get through.

When the snow started to melt, the road was plagued with floods and high water for weeks. In the summer occasionally the temperature would rise so high that heat from the sun caused the rails to kink. In fact, Engineer Dan Cushman and his fireman, Charlie French, nearly lost their lives one time when their engine rolled over. They spotted a sun kink near Freeman too late to stop their speeding train. And in the fall, believe it or not, the gorgeous foliage would cause operating problems as well. In rainy weather the falling leaves would stick to the rails and more often than not the slippery leaves would cause the trains to stall on such grades as The Summit and Sluice Hill. Yes, there were few easy days, but the men would not have been happy earning a living in any other way.

They worked hard, but none would ever deny that they had a lot of fun, too. Many employees were practical jokers and sharp wits. First and foremost, however, they were real railroadmen who took tremendous pride in what they did. And they did it well. They worked in an era when, for the most part, railroad jobs were much sought after; and to be a railroadman was to be a leading citizen of the community. Yes, there was a great camaraderie among the Sandy River personnel. They belonged to the same lodges, attended the same churches, played on the same ballteams, and married each other's sisters.

Tremendous amounts of fish and game were taken out of Franklin County every year by both local sportsmen and those who travelled to the area for this purpose. The railroad employees themselves were avid hunters and fishermen – almost to a man. Yet, many were the trains that were stopped because a farmer's heifer or chickens were on the tracks. And many were the trains that were stopped along places such as Redington Straights so that the conductor could point out to his passengers an unusually large herd of deer which could be clearly seen in the moonlight.

Much, much more could be written about the character and the uniqueness of this legendary little road. In fact, a very interesting book could be written just on the anecdotes and reminiscences associated with it. This short article conveys the general idea what it was like. The railroad replaced the stage coach and seasonal country roads. In turn, it was replaced by the motor vehicle and improved year-around roads. The depression, of course, hastened the railroad's demise.

There seems to be universal agreement today among former employees and local citizens that had the railroad weathered another few years of the national economic depression, it would have been kept busy during World War II. Following the war, there is a definite possibility that it could have become one of the nation's leading tourist attractions.

Alas, such was not to be. However, we do have the story of this unique transportation system very well documented in photographs, maps, records, anecdotes, reminiscences, and in book form. And we who have pursued it, however belatedly, are the richer for our efforts.

This article is printed with permission of Sundance Publications Limited, P.O. Box 597, Silverton, Colorado, 81433, which is publishing the author's two-volume illustrated history of the Sandy River & Rangeley Lakes Railroad, Two Feet Between the Rails. *Volume I is schedule to out early in 1979 and Volume II in July, 1979.*

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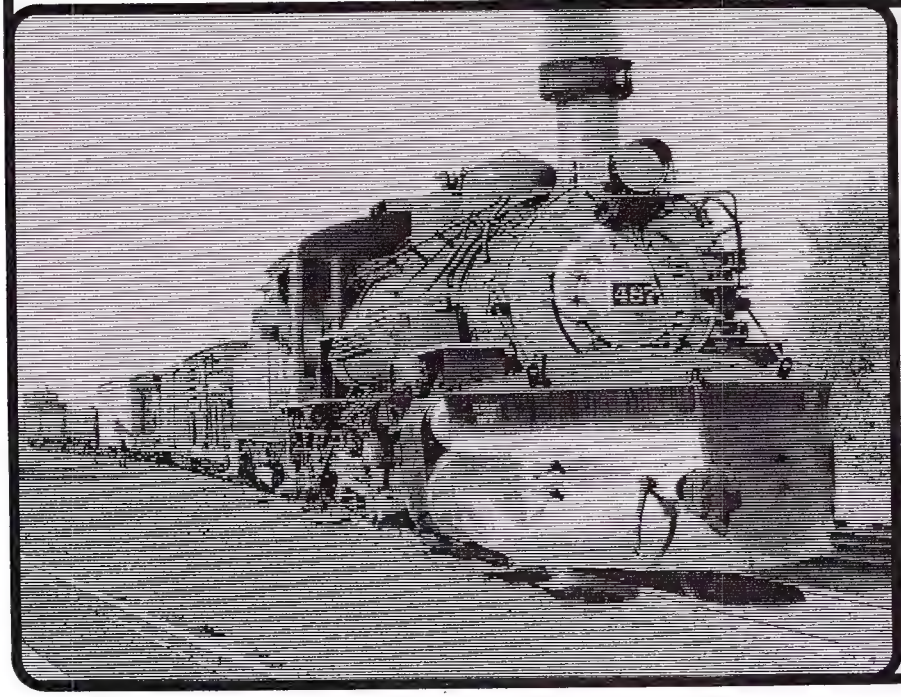

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Finescale ON3 Rebuilding Techniques

Part II: The Balboa C-19 Becomes RGS #41

by Kelley Morris
Photos by the author

In Part I of this series which appeared in the Sept/Oct issue of the **GAZETTE** *the author introduced us to his occasional series on the techniques he uses to upgrade older imports to contemporary standards. Using the Balboa C-19 as an example he showed how he uses an acetylene prestolite-type torch for most of the disassembly. He removed the excess solder by heating & brushing with a stiff bristle brush. Then he began the reassembly with the boiler and showed how to attach the stack by sweat soldering.*

Having attached the stack; Backshop part ST-068, move to the cab front. Attaching the cab front next will strengthen the cab area, and allow the cab details to be placed. Before soldering the cab front, a series of new holes (see diagram) must be drilled for the added piping. Existing holes may be left in place. This is also the time to cut open the cab doors if desired. Begin by scribing the door outlines according to the prototype plan. Place a #75 drill hole in the scribed corner at the bottom nearest the boiler. Select a 4/0 sawblade for your jeweler's saw, tighten it in one end of the sawframe, insert through the hole and secure the other end of the blade. Use firm support to reduce vibration and broken blades to a minimum. Wipe a little beeswax into the back of the teeth, which are pointing towards the handle, and saw with a full vertical stroke while maintaining a little forward pressure. Do not force the blade into the work, and be sure to keep a downward pressure on the piece with your free hand. Corners are a little tricky at first; however, the right angle cuts may be made by gently turning the work 90 degrees while using no forward saw motion, only vertical. To get the most accurate fit, cut just to the outside of the scribed line all the way around. Too much variance in the cut will necessitate excessive filing of the door and opening, and result in a sloppy fit.

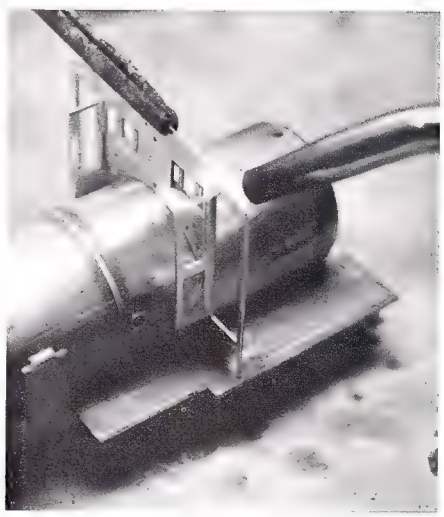
To avoid "disassembly" of parts further down the line it is necessary to silver solder the doors onto the cab front. Many sub-assemblies can benefit from this approach. Make sure all old solder is gone from the doors and cab piece, as the lead solder, if left, will burn up during the silver soldering process and may contaminate the new seam. Cleanliness is mandatory, and a good final clean-up with an acid dip, scrubbing with powdered pumice and rinsing will insure a fine seam. The acid used is Sparex #2, a sulphuric substitute. Both this and the fine pumice are jeweler's supply items. Mix the Sparex according to directions; always add the acid to the water, never the reverse, and stir until all the crystals are in solution. I maintain the heat in this "pickle" with a pyrex dish on a hot plate set at 180 degrees. Jig the doors up so that they are

Silver soldering the doors in place. The doors are reversed to place indented panels outward. All the holes have been drilled and the windows are soldered in place.

at the desired angle with a third arm, or by pinning them to your charcoal block. Note that the door panels are faced outward for a more realistic effect. Spread the flux with a small brush on either side of the seam. Silver soldering (brazing) requires greater heat and a different flux than soft soldering. A minimum temperature of 1050 degrees is required and a high temperature borax based flux, such as Handy and Harmon Handy Flux is used. True silver solders (not Stay-Brite types) are readily available in five different temperatures, ranging from extra easy (E-Z-45) at 1045 degrees, to IT – at 1500 degrees. Normally I will use medium or easy, 1350 degrees or 1275 degrees respectively, for this work. As in the last article in this series balls of solder are made, this time medium, making sure the hard and soft solders do not intermix. Remember to flux the chips. Fusing the solder into balls provides a round shape which will touch both surfaces (to be joined) at the same time. Hence, if both surfaces are at the same temperature (the melting point of the solder) the balls will flow directly into the seam rather than onto one surface or the other. Try some practice seams on scrap pieces first! Once the doors are in place, submersion in the pickle for a few minutes will clean off the hardened flux and oxides. Since the extreme temperature of the silver soldering has annealed the metal, be careful in handling to avoid bending. It would be wise to silver solder the cab front windows in place as well, in either the open or closed position. Use the easy silver solder and add the round junction box; Backshop JB-043 to the top of the cab front.

Now clean off any residual oxide on the edges, slip the completed cab front onto the boiler and soft solder it in place. Three balls, evenly spaced, on the boiler and one on either running board (cab floor) piece should be plenty, if the fit is tight. Place the balls on the back side of the cab front. As a general rule, an even heating of two surfaces is accomplished by heating each piece proportional to its mass.

Before making the new running boards, the generator platform and pump brackets must be removed, since the new castings will be in different positions. By cutting



Soldering the completed cab front into position. The running boards have not been trimmed and patched.

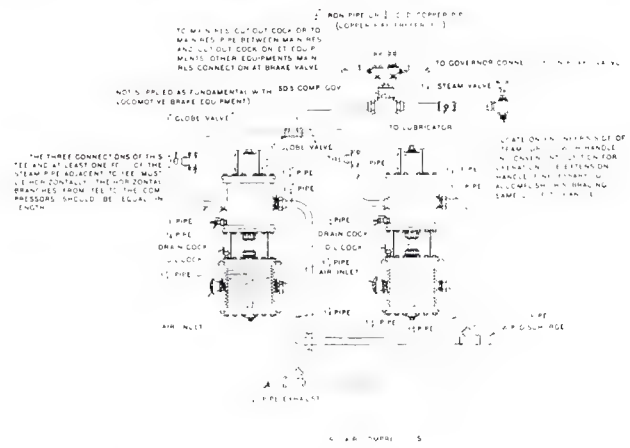
the soldered tabs of these stampings off flush with the boiler's surface, no separate patching of the holes will be required. Use a Dremel tool or flexible shaft with a cutting disc for the cut, and smooth up with a 4 cut flat needle file and 400 wet or dry paper. If you've opened the cab doors, clean off the generator bracket before attaching the cab front.

Now for the running boards. Close observation of photos of #41 shows that the running boards under the cab taper from the cab front to the width (of the boiler running boards) at their forward edges even with the first boiler band. Since the stock model comes with a notch in either side, each must be patched in and the engineer's side cut back (to accommodate the new pump replacement), before the taper is cut. Match the existing board thickness, cut and fit the patches, and trim to the desired shape.

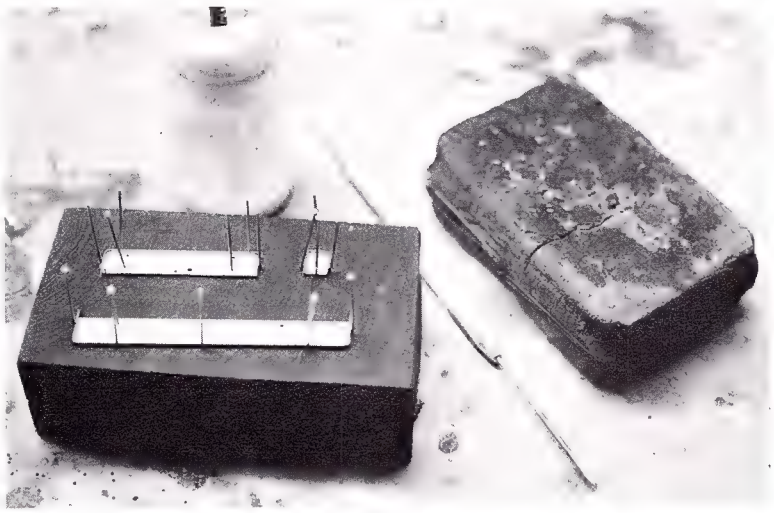
I normally cut the new running boards from .040 brass, using the old ones as a pattern for width, and determining the new lengths by measuring. Include tabs as in the original wherever possible. These are detailed by adding thin strips, such as those offered by Simpson (#245) to the off-boiler edges and Grandt brass n.b.w. castings at support bracket locations. Note that smooth sheet is used, not the simulated diamond plate, for rarely did these boards have such a surface. Trim and fit the edging, drill and place the castings, and pin in place on the charcoal block. A small solder ball in the corners of each running board, one centered along the edge, and one at each bolt location should suffice. Heat evenly and allow capillary action to pull the silver solder into the entire seam. Once clean, these assemblies may be soft soldered onto the boiler. Be sure they are square with the boiler's vertical axis. Before soldering though, drill holes for the boiler check valve line (.045) and the sander pipe (.030).

Holding the new running boards in place for soldering. Note the use of the "third arm".

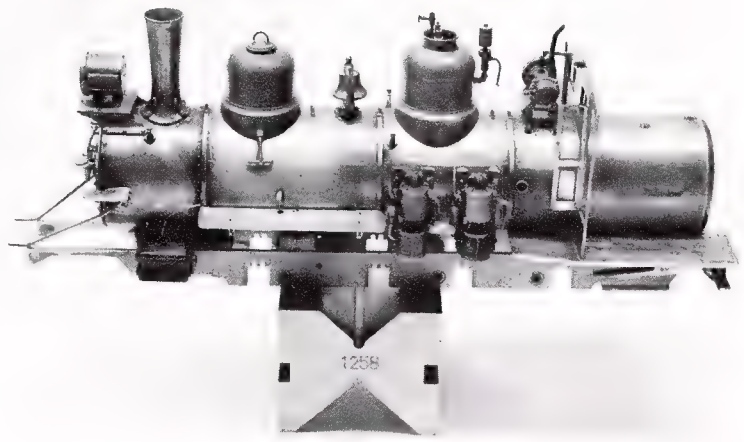
With running boards in place, the cab details and exterior fittings may be attached to the boiler. Silver solder the new 9½ inch air pumps; Backshop part AP-088 to the pump brackets; Kemtron part 3084. Having first drilled the appropriate holes in the pump castings, #71 and #66, using Sta-brite, Tix or one of the comparable "silver-bearing" solders, attach piping stubs of .025 and .032 wire, and the filters into the correct locations on the pumps as shown in the illustration. Do not pickle these joints. The significant temperature variations in these solders will allow you some leeway in attaching the pump assemblies to the boiler, since both are higher than the lead, or soft, solder. Silver solder the headlight; (modified original) to the headlight bracket; Kemtron part 3146. Don't forget to drill holes for bulb clearance if lights are to be used, and a #78 hole for the headlight wire. Subassemble the generator; Backshop GE-140 to the generator bracket; Kemtron 1029 in a similar fashion. Trim the edges of the casting flush with the legs. The #74 hole should have a .020 wire stub fit as the generator feed from the turret, and a #78 hole (.015) wire for the drain. These assemblies may now all be attached to the boiler. The pump bracket units use a single hole for each, #50; the center portion of each pump casting is lined up just below the horizontal center line of the boiler, and the two pumps are moved rearward; their spacing now centered vertically just behind the steam dome location.



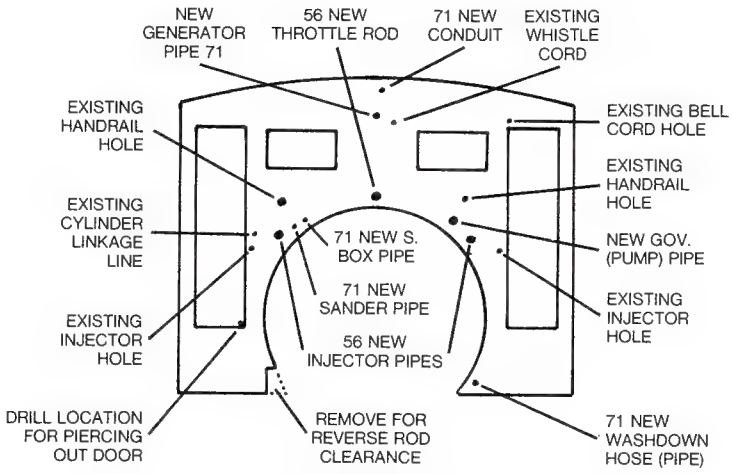
Installation Diagram of two 9½-inch Steam Driven Air Compressors Located on the same side of the Locomotive.



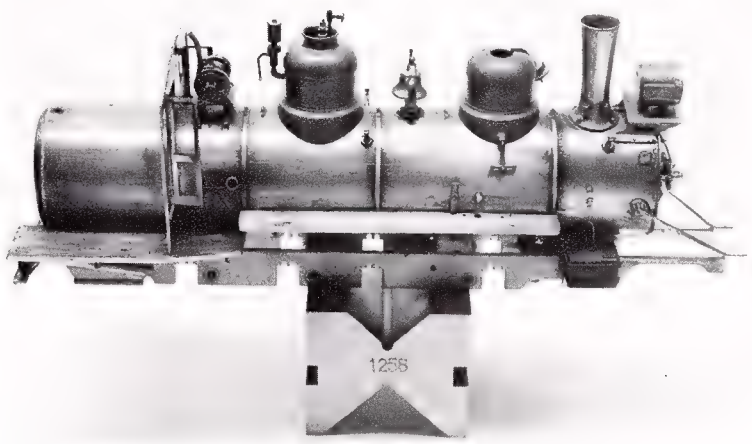
The new running boards pinned onto the charcoal block ready for silver soldering the edging.



The fireman's side of the locomotive. Note the taper on the cab running boards and the Pilling domes in place.



Numbers refer to drill size



The engineer's side of the locomotive. Note the door panel faced outwards.

See Photos. Sweat solder (soft) the headlight and generator assemblies in place. Remember, the solder always is sweated to the smaller part; not the boiler. To finish off the front end, install the handrail posts; re-used originals – note that the smokebox holes must be plugged and redrilled at the rear of the headlight bracket, deck braces; Backshop DB 325 and check valves; Backshop CD-071. At this time patch the old sander fitting holes. Be careful not to overheat here. Complete this area with the smokebox step (original minus the diamond pattern), bell; Backshop BE-304 and blower fitting on smokebox left side; scratchbuilt with wire. On the right side, air fittings; Tomalco elbows T-4003, the cylinder linkage guide (right boiler side), and running board pipe brackets (both sides) #P.S.H. 4039 (Precision Scale Co.) Precision Scale #PSH 4067 lagging clamps are next, placed on each boiler band, and on both sides of the steam and sand domes and bell. These are centered on the scribed seam. Finally, drill two #78 holes in the front edge of the boiler jacket, one on either side just above the running board and insert and soft solder from the inside a piece of .015 wire in each. Use a very low heat, and be sure the extra wire inside is well fluxed, and flat against the boiler shell to prevent burning it. These could be cyanoacrylated later if you're unsure with the torch. The smokebox front is detailed with the original hand rail posts Backshop number board; #NB 011, and Backshop oil markers, #ML-025. If you feel quite handy by now, cut open the smokebox front, fabricate a new door with working hinges and dogs, and put in the flues, pipes and petticoat detail.

This completes assembly of the boiler forward of the cab front, though running board support brackets and smokebox patches could be added for additional realism. The next installment will deal with cab details and the wire work.

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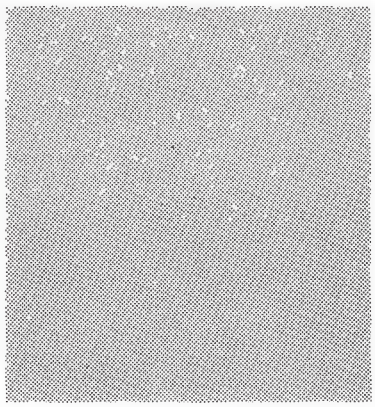

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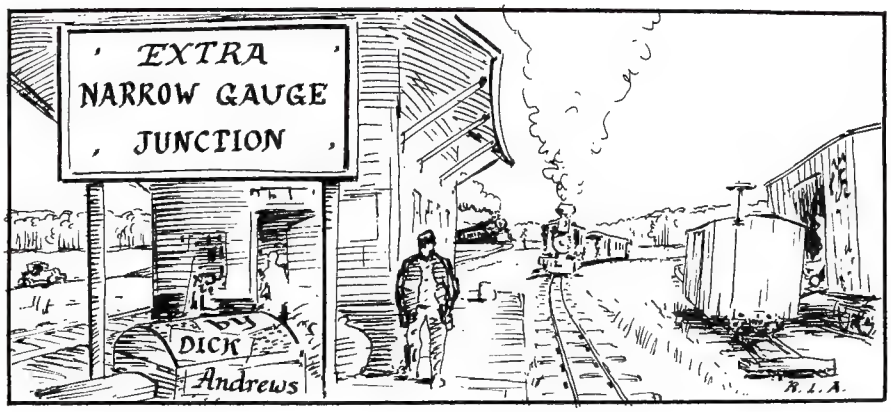


by Dick Andrews

This year is the one hundredth anniversary of the first two foot gauge railroads in the state of Maine. In 1879, the Sandy River Railroad was built up the Sandy River Valley from the broad gauge railhead at the town of Farmington, 18 miles to the villages of Strong and Phillips. Labor, grading, ballasting, trestling and ironing this tiny track cost just $1500 per mile . . . even though the track ran all the way along steep side hills to stay above the spring floods of the Sandy River. Before many years had passed, a number of other two foot gauge public railroads were operating in Maine . . . all very much copies of this original little Sandy River Railroad.

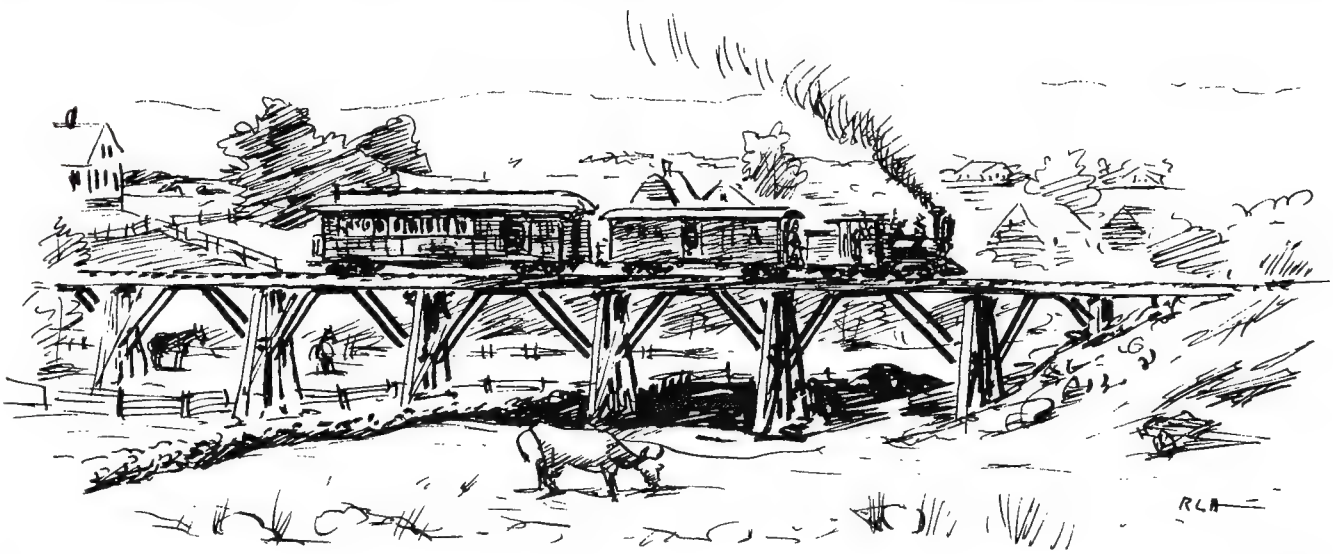
The tiny SRR was a scaled down version of the typical short line of the 1870's. There were two locomotives, to make sure that trains would run and keep the schedule. In that day the local short line was the mail stage, parcel van, bus line and trucking company rolled onto one track. The mail contract mandated that connections be made; the horse stage companies would be only too glad to get that plum away if they could!

There were at least two passenger cars, one of them generally a "combine" and a number of freight cars intended for as much variety of work as possible. The Sandy River had a car often seen on other lines, such as the Martha's Vineyard RR, a box car with end platforms and doors, able to double as a baggage car or way-car. Two other early Sandy River cars had canopy tops and removable seats, for excursion use; otherwise they were flat – or "platform" cars – as the term was then. These two cars soon became additional box cars, with vertical members on the sides outside, projecting down into stake pockets. Some ordinary platform cars filled out the roster, ready of course to carry coal or gravel with stake-supported low sides added.

The rails were light, in keeping with the very low unit axle loadings of the locomotives. Light rail kept narrow gauge low cost. Remember that rail sells by its weight per yard. One mile of 60 pound rail can be laid for the same price as two miles of 30 pound rail. Many three foot gauge railroads had rail and axle loadings as light as the little Sandy River line, but two foot gauge also saved significantly on the width of the roadbed that had to be graded. The broad gauge 4-4-0 of the 1870's with its 30 ton engine weight, and 10 ton unit axle loading, wanted a roadbed laid with 50 pound steel. The 12 ton 0-4-4T Forney with a unit loading of but 4 tons, ran on a half-width roadbed with rail half the weight. Thus the great saving in cost of a light two footer, up to a point the saving had very little to do with the roughness of the terrain.

Stub turnouts are a good low-cost type and work well if the rail is light. When the rail is so heavy and stiff that the switch rails must be hinged, then the conventional knife point type is better, but with light rail, the elegance of easement of a bent switch rail cannot be beat.

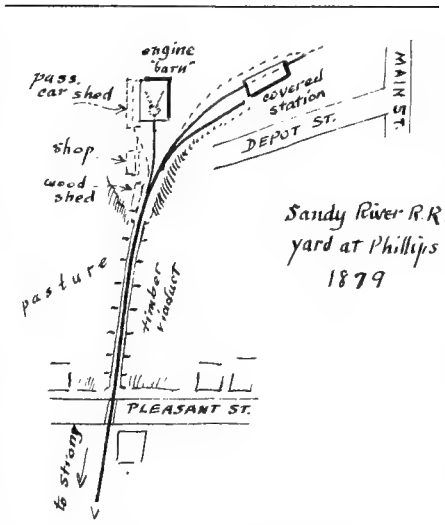
The Sandy River Railroad in 1879 was a successful low-cost two foot public railroad. by 1884 three other such roads had been built in Maine, one of which tapped onto the Sandy River at Strong. By 1894 there were another three, of which another had tapped onto the Sandy River line at Phillips. Thus the Sandy River was suddenly the main line of a "Y" shaped system, with tripled traffic. Not surprisingly, it began to invest in heavier engines and rails to move this traffic. By 1918 the old Sandy River and its connecting two footers had been for some time the Sandy River & Rangeley Lakes Railroad. The locomotives had electric headlights and all equipment had air brakes and automatic couplers. The original line from Phillips down to Farmington was relaid with steel up to 60 pound weight, now some of the locomotives had unit axle loads as heavy as an 1880 4-4-0. This all occured during the great age of railroad consolidations and the fine sentiment for "standards," and the SR&RL was generally pleased to get in on the act. Box cars were even painted red and given the road's initials and other letterings. (In the old days a coat of battleship grey and a number was sufficient; they weren't going



anywhere.)

Eventually, however, the heavy cream of lumber traffic faded away and the company started running scheduled services with rail cars and avoiding steaming up the heavy engines as much as possible. By this time the very economical light steam locomotives were all gone, so the system was in a bind. A 2-6-2 pulling a combine and one freight load on a run of some miles is not a paying proposition. Thus it may not be surprising that the longest-lived two footer in Maine was one of the smallest, leanest and sparest. Not the SR&RL but the tiny Monson, only six miles long, never found need to go heavy or modernize. To the end it ran with its 35 pound rail, stub turnouts, Armstrong brakes, and a pair of tiny Forneys. When the original pair of locomotives wore out after 1912, the management of the Monson thumbed builders' catalogues and bought two more mini-Forneys from Vulcan. Thus the original format of the Sandy River Railroad of 1879 outlived any other, for that was what the Monson was – almost a carbon copy – even to the exact design of the original 18 foot long wooden turntables.

When the Sandy River & Rangeley Lakes system was at its height, the Phillips yard was quite extensive. There was a brick roundhouse with almost a dozen stalls and a big steel turntable. Further along were a brick machine shop and a car shop. A fair-sized wooden station building and some other buildings lay beyond. At Phillips the Rangeley Express up from Farmington, having met the Franklin & Megantic branch train at Strong (The F&M was once an independent line), was turned over by the Sandy River line to the Phillips & Rangeley road. The merger of 1908 made it all the SR&RL; before then for some time it had been three separate connecting lines. The original lone Sandy



River line didn't need to letter freight cars, and did not do it. Later the SR&RL didn't need to and did. When the three independent lines were interchanging cars there was a scene of varied heraldry.

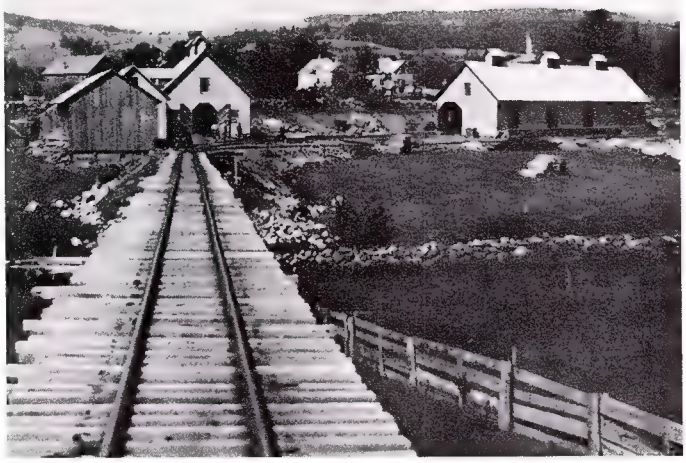
A few weeks ago I drove up the Sandy River valley from Farmington. In winter one easily picks up the old grade above Fairbanks by going across the river to Route 4 and getting the panorama of the side hills clear in the snow and bare trees. Just above Strong, the grade comes dramatically close to the river and road. It is easy to see why on the original line there were seventy-four trestles in this stretch. At Phillips the station and brick shop still stand, and many published photos and diagrams show how the yard ran. Not so well known is the 1879 format of the Phillips yard. I have only a few poor quality photos of this view, so I have made pen sketches to show the scene. Let us imagine the scene in the operating terms of one hundred years ago: the days of the flying switch and wild (extra) trains.

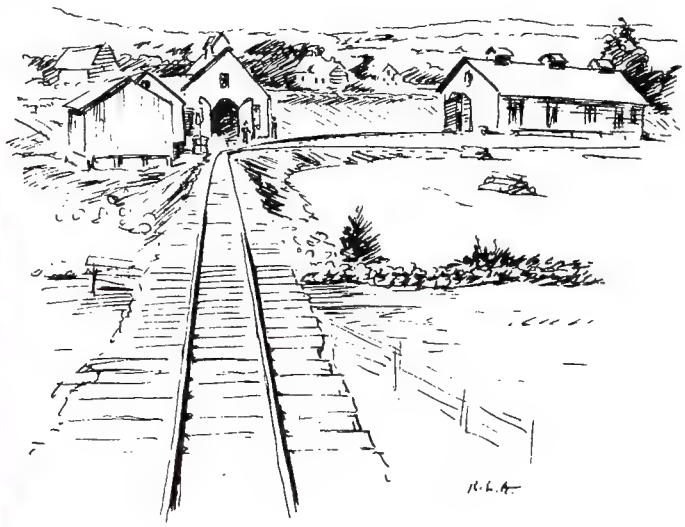
The little Hinkley DAWN is coming up the valley; one can hear the drumbeat of her snappy exhaust and a bit of a whistle now and then. The span across the Sandy River below town rumbles with the weight of the train. Suddenly her smoke and steam billow above the house roofs and she is blowing for the Pleasant Street crossing. Now she slows down for the light wooden viaduct from Pleasant Street to the yard throat. The brakeman comes out of the front door of the box car A and is ready to pull the pin on the engine. He does so, and with a hoot, DAWN speeds up and scampers onto the engine house siding. The big stub switch lever is pulled over with a clunk. And the A and combine FAWN sail around the curve and into the covered station, gently braked by hand to a stop.

The covered station is a neat structure with end doors, one at each end – in case the hand braked cars didn't stop. Inside are rooms next to the track for the office, waiting space for passengers, and baggage. There were several such stations on the system at one time. More unusual is the engine house which looks like a hay barn. Both locomotives enter through the end door. Inside, the little 18 foot turntable switches them to their individual spurs. Before long the company added a car shed, a shop, a smithy, and a wood shed. These little kettles very aromatically burned a renewable resource – wood!

The light timber viaduct between Pleasant Street and the yard has always charmed me. I have scanned the old photos with magnifying glass to produce the enclosed scale drawings of a typical bent and spacings. Perhaps no two bents were identical. This one simply crossed a bit of low pasture land with a rather uneven lay. Some narrow gauge roads of the day made such trestles without any bracing between the bents at all, but I rather like the heavy

The Phillips layout of the Sandy River R.R. in 1880. Wood shed and engine house at end of trestle, the covered station to the right. No. 3 of a set of publicity pictures taken by J.W. Lane of New Sharon for Samual Farmer of the Sandy River. *Photo collection, Phillips Historical Society.*



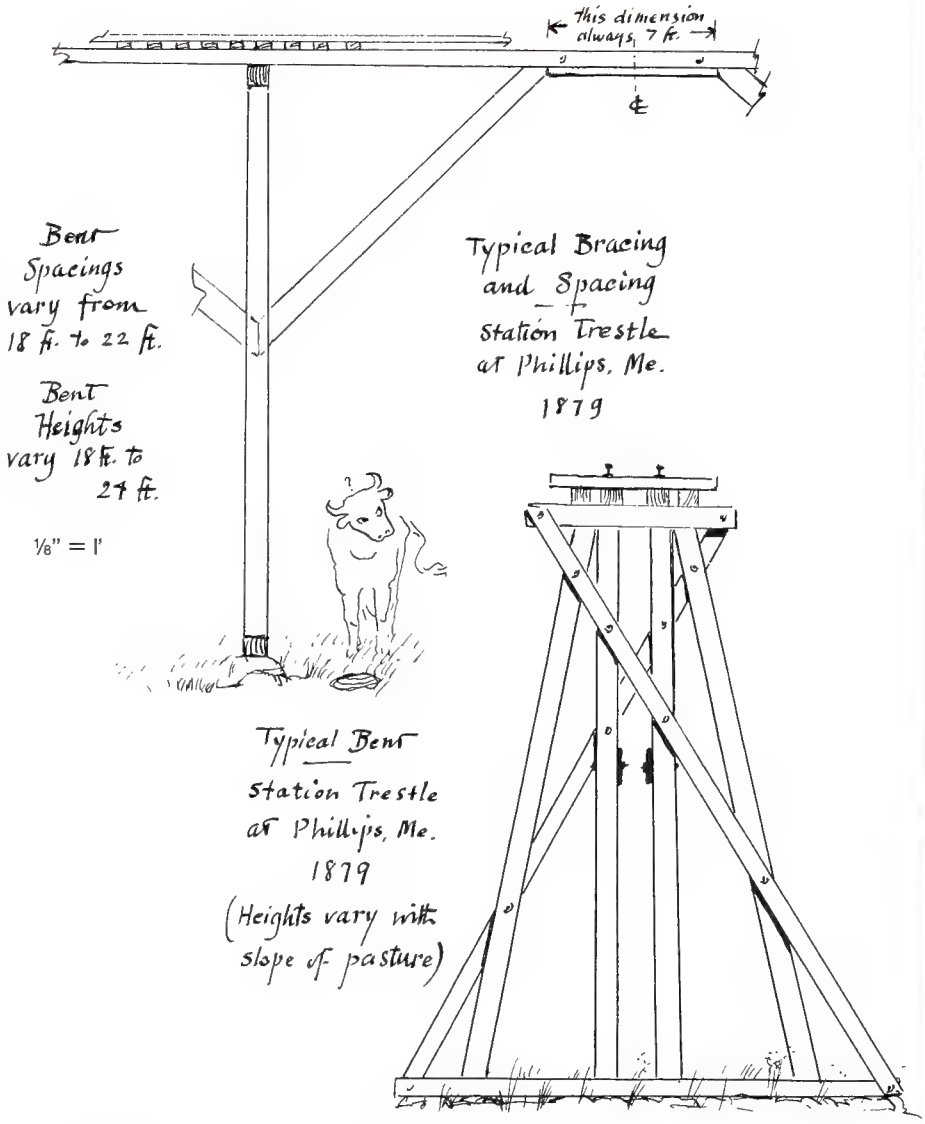


planks as diagonal braces. Note that there is no guard rail nor any cap plank on the deck of the trestle. I do not know just how long this structure was. My model of it in On2 is 45 inches and could be longer.

In future columns I will discuss a small Forney made from a Tyco "Booster" mechanism. This item is available at low cost and is very easily regauged to On2 without special tools I will also do an On2 0-4-0T that will curve as sharp as the temper of a maiden aunt. There were small gauge tramways with curves as sharp as 12 foot radius and this is in that park. I will also get into the stub switch, and various other simplicities of the old country railroad, with an emphasis on their use in low-budget, small space model railroading in On2 and other scales and gauges.

I received some very pleasant letters about the ET&WNC and Whiting Logging Railroad stories (**GAZETTE** Jan/Feb 78, Nov/Dec 78) and one writer particularly noted that it is refreshing to hear of narrow gauge elsewhere than in the Rockes, and Maine . .. Well. At one time light narrow gauge lines were everywhere in the U.S.A And I for one want to know more about all of them.

Dick


this dimension always 7 ft.
℄
Bent Spacings vary from 18 ft. to 22 ft.
Bent Heights vary 18 ft. to 24 ft.
⅛" = 1'
Typical Bracing and Spacing Station Trestle at Phillips, Me. 1879
Typical Bent Station Trestle at Phillips, Me. 1879 (Heights vary with slope of pasture)

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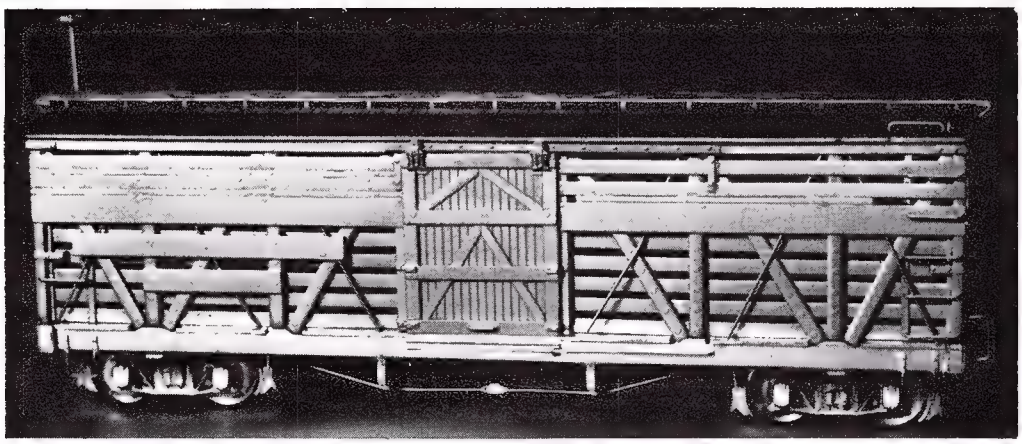

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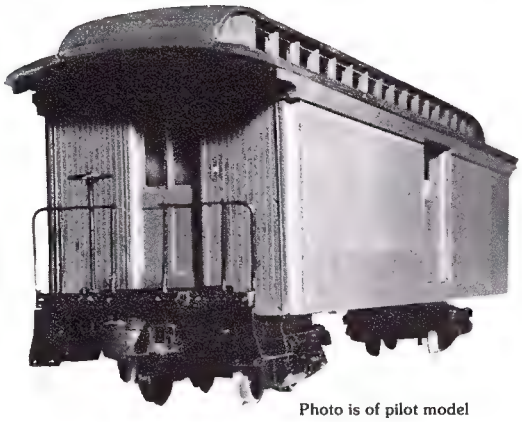

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GAZETTE GALLERY

Edited by Gene Deimling

The exact date of this company time exposure is not known but it appears to have been taken in the late 1920's. East Broad Top #18 was spotted on the Aughwick Bridge, one of the first concrete arch railroad bridges in the U.S. *Photo, collection of Fred Folk.*

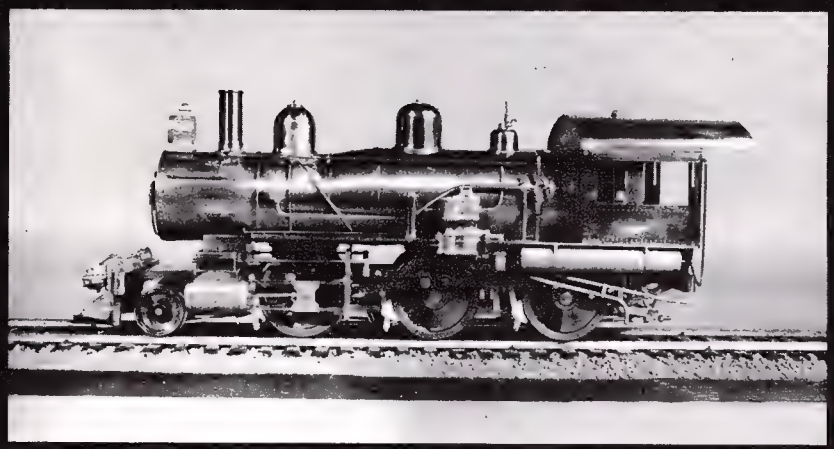
EBT #17 has just brought in a long string of hopper cars to the east end of the Mount Union Yard. Standard gauge 0-6-0 #3 was shoving the train's narrow gauge caboose. The year was 1955 and abandonment was not far away. *Photo by John Krause.*

EBT FAN TRIP – CIRCA 1947

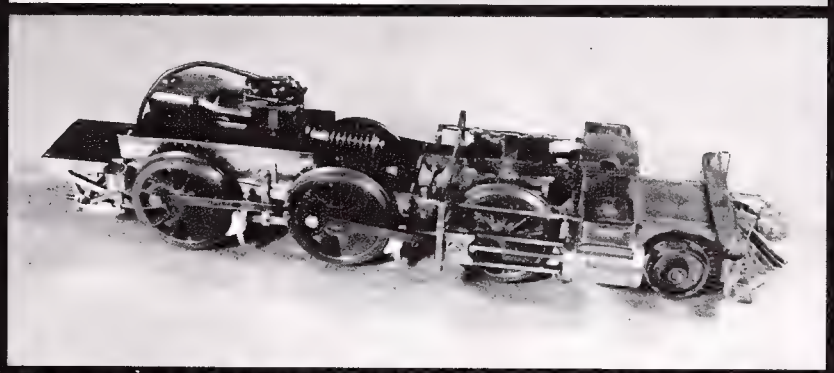
M.D. McCarter had the good fortune to attend a railfan trip on the EBT on May 13, 1947. He preserved the event by means of his trusty 5 by 7 Graflex. Private Car #20 was once used by President Grover Cleveland.

VINTAGE STANDARD GAUGE

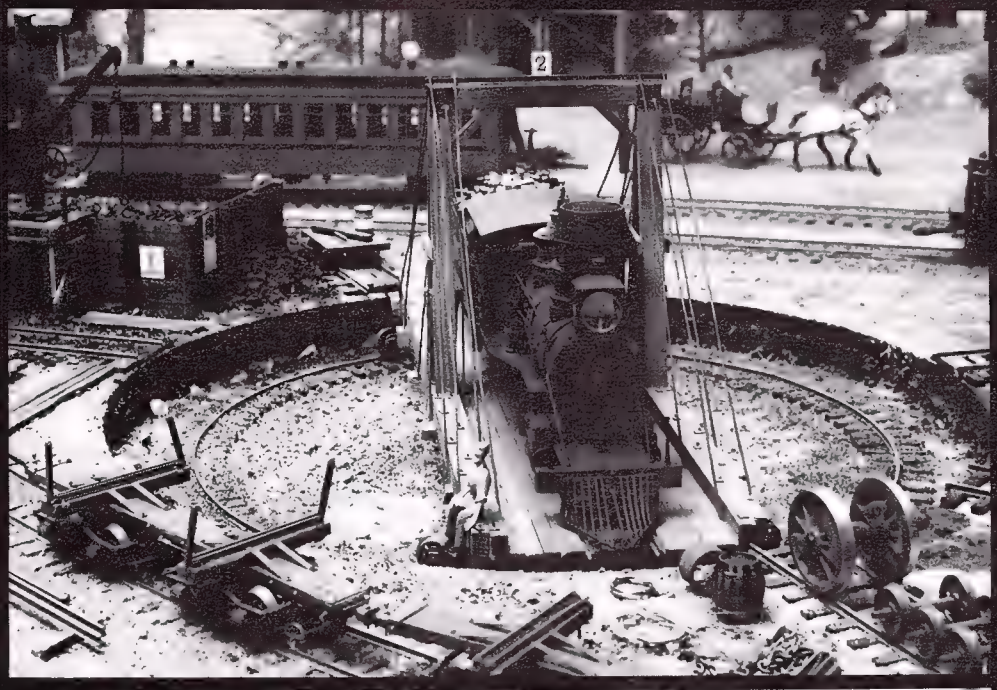
Here is an excellent example of locomotive building in O Scale. Bill Pirie constructed this Southern Pacific M-4 class Mogul with aid of drivers, motor and a few castings. The model represents #1707 as it looked in the early 1920's. Too few modelers take an interest in vintage standard gauge and fewer still attempt building locomotives from scratch. *Photo by Bill Pirie.*



This close-up of the tender of Bill Pirie's SP M-4 Mogul shows how clean and neat Bill's workmanship is. The tank forward of the air pump is the generating tank for the carbide lighting system used by the SP. *Photo by Bill Pirie.*

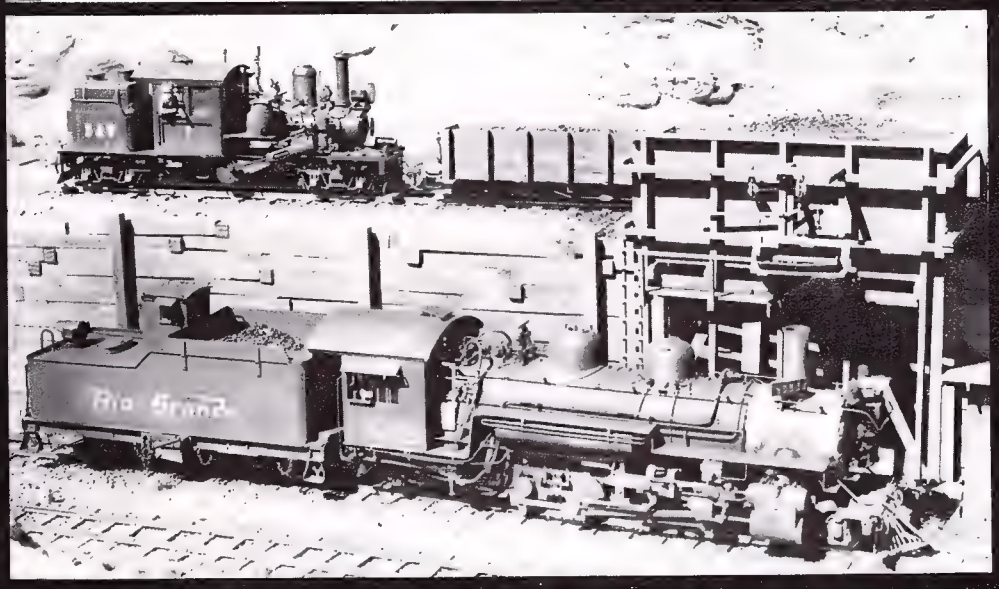


The running gear of Bill Pirie's SP M-4 Mogul features a set of English made drivers and an old Pittman motor. The rest, except for the coupler and gears was scratch built by Bill. *Photo by Bill Pirie.*



Hubertus Hagen of Germany sent in these views of his On3 Westcliff & Scranton. Mining is the theme of his turn-of-the-century railroad. Engine #4 is a Balboa 2-6-0 import which was painted, weathered and equipped with PFM sound by Hubertus. *Photo by H. Hagen.*

Prescot Lumber #2 has trackage rights on the Westcliff & Scranton. This model is a reworked U.S. Hobbies 13 ton shay. Hubertus wrote that the photos were a year old and a lot of improvements have been made. I can't imagine how he can improve upon this. *Photo by H. Hagen.*



Gordon North, GAZETTE contributor, along with others represented the GAZETTE at the 1978 MRIA show with a fine operating diorama. This scene from the diorama features Gordon's On30 Climax and a Sunset K-28 owned by Charlie Eckstein. *Photo by Gordon North.*

The MODELMAKERS NOTEBOOK

by Al Armitage

Designing Structures to Fit Part 2

by Al Armitage
Photos by the author

Continuing the saga of the Precision Scale Company diorama, let's consider the whys, and wherefores, of some of the structures other than the coal pocket, and water tank, which I "condensed" in the last issue. Since these were the largest structures in the immediate servicing area, they required a little more compressing to make them fit the existing space, between tracks, than did most of the others.

The third structure, in line, is the sand house which is loosely based on the ones at Chama and Durango on the D&RGW but has a much shorter sand bin because of restricted space. All the essential elements are included but, like everything else, it has been tailored to suit the situation at hand. While making the drawings for the sand house, I was considering clearances, etc., and the types of locomotives that would be using the facility, when it dawned on me that the sand spout was not at all practical for filling the sand boxes on the rear end beam of Shay and Climax engines. It was too big and would not come down far enough to reach them, so I simply added a sand hose with another connection to the storage tank atop the tower. It can be seen in the photo curling up under the lower platform.

The drying house needed a fuel supply handy, so a coal box was installed next to the house.

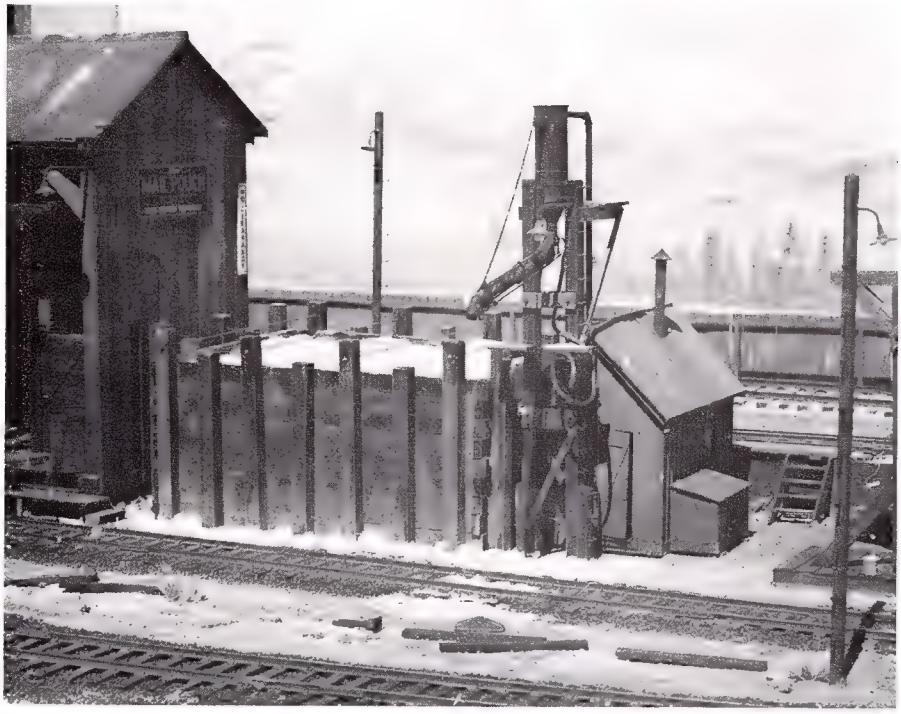
In compressing any building all doors and windows must be kept to standard dimensions along with other normal details in order to preserve the proper scale.

Behind the drying house are steps leading to a platform running along beside the service track. This is a walkway for the workmen who unload the coal and sand by hand, shoveling from gondolas spotted behind the structures. A bit primitive, perhaps, but this is a small, narrow gauge terminal and, depending on the locomotives on display, could represent any era from 1900 up to 1950 so is reasonably logical.

In designing any free-lance scene, one must consider just how things would most likely be done if it were a real railroad. Think about every possible aspect related to a given structure and don't put in detail just for the sake of detail. There should be a reason for all items you include in the scene. (Like the extra sand hose.)

Since some of the locomotives using the terminal would be coal burners, an ash pit was essential. Also, some means of cleaning it out. In a primitive terminal of this sort one could merely shovel the ashes out of the pit, but I chose to put in a timber crane because it was an interesting structure that would enhance the over-all scenic effect. It draws attention to the ash pit increasing its value in the scene.

Besides coal burning engines, a great many oil-fired Shays would be using the terminal so an oil storage tank was required. The obvious expedient was an old tank car body mounted on an elevated structure, with a pump house under it to

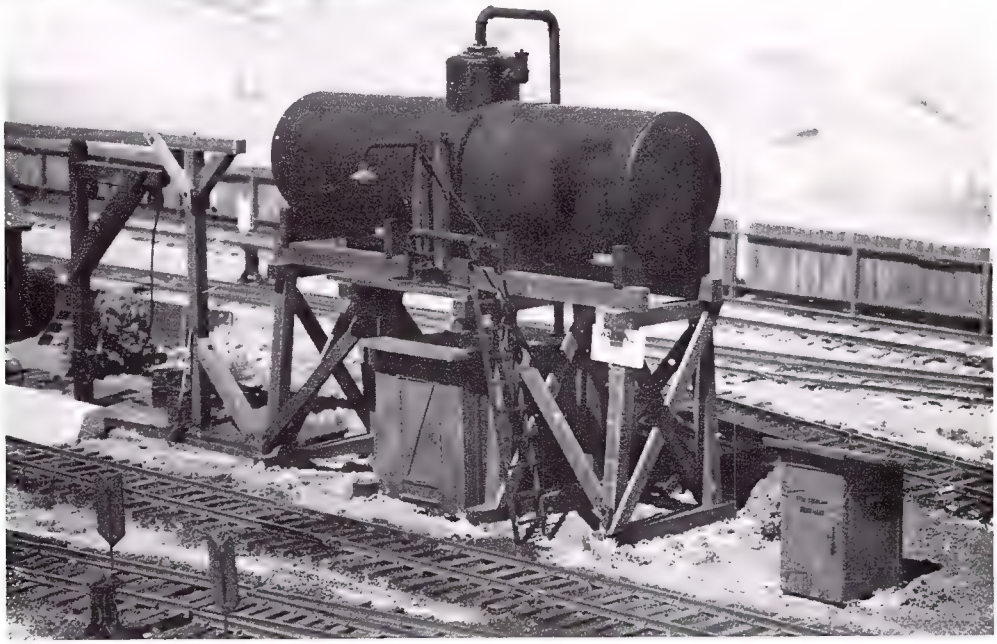


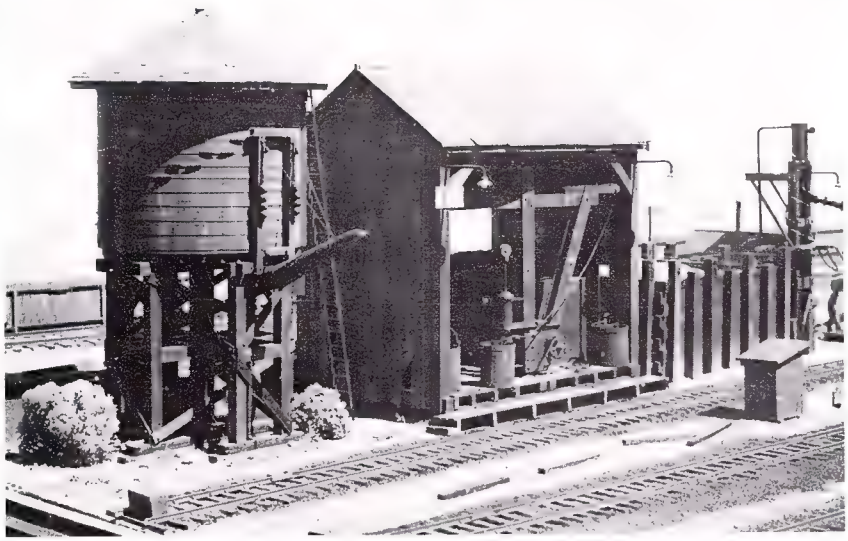
The sand bin and the tower are of wood construction. The drying house is of styrene. So is the coal box. The steps behind it are wood as is the retaining wall. (You see I don't make *everything* out of styrene.) Note the extra hose for Shays and Climaxes, hanging under the platform.

conserve space. A pipe connection was provided next to the siding behind the tank, so it could be filled from a car spotted for the purpose. Again, the logical detail. The swinging delivery pipe is of the simplest design as, indeed, is the entire structure, yet it is entirely adequate for the situation. The little shed near the oil tank is a fire hose shed. Another is located across the track from the coal pocket. They are of course painted bright red. The barrel close by is where the yard crew burn their trash.

Lights are needed for night operation; they are installed in strategic locations on the structures and on several poles around the yard. Mine are not working, because of the nature of the diorama, but this would be an extra touch for a home layout.

When the diorama was in the preliminary design stages, I debated what to do with the area between the yard and the depot. There wasn't room for very much so my first thought was an old box car





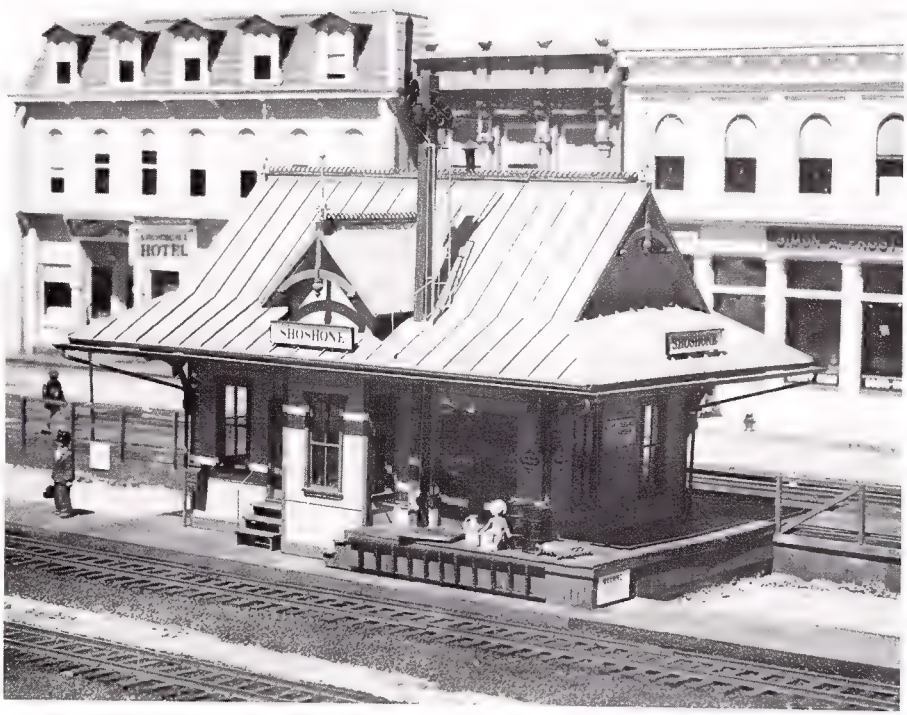
Top left: The ash pit with its simple timber crane for hoisting the buckets used for cleaning out the pit. Cigarette ashes were used to simulate coal ash in, and around, the pit.

Center: The free-lance oil storage tank, made from an old tank car. Pump house, and fire hose shed at the right, are styrene.

Bottom Left: The tank and its roof are of styrene while the supporting timbers and the coal pocket are of wood. Coal buckets are of styrene, also. Those classy bumping posts are temporary safety stops.

A tool and handcar house provided an opportunity for a lot of extra details in limited space. Note the rail posts that guard the switch stand and the hydrant.

The depot is entirely of styrene, including the platforms. The wood signal mast is the exception along with brass gutters and down spouts. The ladder too is brass as are the handrails and pull-rods. Doors and windows are Grandt products.



storage shed for M of W supplies. This seemed a little bland for the purpose, even though it was perfectly correct as part of the terminal. I wanted something a little more impressive. The tool and hand car house offered extra details, and was more interesting. It could have a different type of siding and texture than the other structures, creating a "mini-scene" within the overall scene. This effect separates the utilitarian structures of the yard from the classier aspect of the depot and also ties the two extremes together in a logical manner. The gas pump (fuel for the speeder), an oil drum (for switch lanterns), and a coal box (for the heating stove) are logical details for the scene. So are the extra rails and the pile of new ties, as well as the inevitable scrap pile. The details fit the situation.

The depot evoked the most interest at the Phoenix convention. Nearly everyone wanted to know where the prototype was located. Actually, there is no prototype. The building is strictly a free-lance design though typical of many such small-town stations around the country. When you get that kind of reaction to one of your models it makes you realize you have accomplished what you set out to do – produce a believable building. The two-level platform adds interest to the scene and the copper roof is a type rarely seen on model railroads. What few details there are belong with the building. The design is a story in itself.

Space for the depot and platforms was limited. Since the depot stands by itself at one end of the trackage; it had to be sufficiently impressive to stand alone. The roof really accomplished this feat. The copper, weathered to a light green color, along with the wide overhang, the dormer, and the train order signal, make the building appear much larger than it really is. The floor area is just 15 feet by 30 feet, just about the size of two narrow gauge box cars. Nevertheless, even against the background of large commercial buildings the station manages to hold its own to a surprising degree. In fact, the effect is so good I got the shock of my life when I put an "O" scale baggage wagon on the platform near the building. It looked so oversize it totally destroyed the illusion I had so successfully created with the depot so I promptly removed it. Strangely enough, though, a locomotive along side the depot doesn't seem to bother the illusion at all. I suppose it is largely due to the fact that only the roof is visible above the engine. Whatever the reason, I'm delighted it works out that way!

In the next issue I will discuss the track work and boxing of this diorama.

AL —o

Courtesy of Robert Sloan

Book Reviews

Colorado Memories of the Narrow Gauge Circle
by John Krause and Ross Grenard
Carstens Publications, Inc.
Fredon-Springdale Rd.
Fredon Township
P.O. Box 700, Newton, NJ 07860

The prolific John Krause has teamed up with Ross Grenard to produce a fine picture book on the Rio Grande narrow gauge and the Rio Grande Southern. The authors have recreated by means of the photographic medium their travels around the once complete narrow gauge circle. The book relies heavily on great photographers such as Collins, Fredricks, Grenard, Hastings, Krause, Perry, Ronfor, Treen, and others rather than lengthy historical text.

Colorado Memories is a soft bound horizontal format book containing 130 pages. The printing and paper quality are up to the high quality of the photographs. The informative captions add much to the photographs.

The book is organized in the order of the authors' trip. It starts out in Salida and proceeds to Gunnison and on to Montrose. Next, the authors travel along the RGS to Durango. From there they pick up the Rio Grande again and proceed on to Alamosa. That is a lot of ground to cover in a few pages! Even so they managed to squeeze in the following branches: Crested Butte, Baldwin, Sapinera, Silverton and Farmington. The era of the photo coverage spans the late 1930's to the early 1950's. The emphasis is on the late 1940's which is the primary time frame of the authors' travels.

As with all books that rely on photographs as the principal medium, the quality and richness of the photographs determine the success or failure of the work. It is my opinion that *Colorado Memories of the Narrow Gauge Circle* is successful. It entertains and enriches the reader's knowledge of the subject matter. The price of the book is $12.00. *Gene Deimling*

Scale Model Weathering
by Greenberg & Nash
Box 1310, Pacifica, CA 94044

Every once in awhile a truly new idea comes along. This little book is one of those new ideas. Mic Greenberg came to light in the article he wrote on wood weathering in the July/Aug. 1978 **GAZETTE** and Gary Nash has been gaining prominence in this area in the various NMRA contests. Both Mic and Gary are now producing this series of periodical booklets designed to explain their weathering techniques and the weathering techniques of other model builders. This quarterly magazine has a 5½ inch by 8½ inch format. The booklet has black and white photos using the authors own models as examples. The cover is a heavier stock than the pages and has a large photograph for decoration.

Volume I covers the technqiues of creating knotholes, splits, cracks, rotting, nail holes, and using colors, washes, peeled paint, and dry brush techniques. Weathering metal is also covered. The wood-weathering section is basically the material covered in the Greenberg article in the **GAZETTE**. I have tried the wood weathering techniques and am very pleased with the results. However, I had some of the methods shown to me by Mic. One shortcoming of the booklet is that the authors could have been more detailed in describing how to do the weathering. they also could have discussed the tools used more fully. I have mentioned this to them and in the future they plan to be more detailed. When it's a matter of explaining something that comes natural to you, it's very hard to do.

The booklet is 31 pages long. A set of colored photographs is available separately for $4.25 a set. It is almost impossible to illustrate weathering in black and white and this is one way the authors plan to get around the expense of color. The booklet sells for $5.00 plus 50¢ postage. This is a high price for a 31 page booklet but for the serious modeler the information is priceless. Future issues will carry material on "the Art of Diorama," "Augumentables," and "Military Modeling." *Bob Brown*

Rails To The Mother Lode
by Adolf Hungry Wolf
Darwin Publications
850 N. Hollywood Way
Burbank, CA 91505

Four of the best known short lines in America form the subject of *Rails To the Mother Lode.* This fine 205 page book covers the Sierra Railway, the West Side Lumber Company, the Pickering Lumber Corporation, and the Hetch Hetchy Railroad. The book is a re-issue of an earlier work. The first edition was published by Kratville Publications in 1969. However, so few were distributed that this can almost be considered as a new book. The only difference I can see between the two versions is the binding. The new issue is bound in a harder, blue binding and has a very nice Harlan Hiney painting of West Side #10 rounding a curve on its jacket. The book has end paper maps by Don DeVere showing all the railroads covered in the text. There are hundreds of excellent photographs showing these fascinating short lines. The book features 47 pages on the West Side Lumber Company alone. There are rosters of the lines covered and many clear equipment shots for the modelbuilder. In case you did not know it the mast head illustration on Robert's Ramblings, which was done by my wife Irene, is of a Hetch Hetchy railcar. And the line had many more such cars. *Rails to the Mother Lode* by Adolf Hungry Wolf sells for $16.95. It is well worth adding to your library. *Bob Brown*

Vanishing Varnish
by Greg LePak
Alpine Publishing Co.
5031 W. Fremont Drive
Littleton, Colorado 80123

Gregory LePak's second book is a real doozy. It pictures the D&RGW's passenger service through its glory years. Covering both narrow and standard gauge operations, there is a wealth of photos covering all aspects of operation, many published for the first time.

Of special interest are the maps of the Durango and Alamosa facilities, as well as a complete listing of private cars operated by the Rio Grande and RGS. Minor irritants include an over-abundance of explanation points in the text and yet another story on Denver's Union Station. (This subject is covered by *Colorado on Glass* and *Mineral Belt* to the point of exhaustion.)

Overall, I enjoyed *Vanishing Varnish.* There were many good pictures and much information. You'll enjoy this picture story of the Rio Grande's long vanished varnish. *Charlie Getz*

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Some of you may not be aware that Concept Classic Details offers a large selection of outstanding railroad photographs for sale. These photos were selected with the model builder in mind. I have several 8 by 10 inch Westside Lumber Co. photos before me. they include tank car #1, a log car, the end of a caboose, one of the snow plows, and an interior view of the car shop. I also have several fine pictures of Diamond & Caldoor equipment. The 8 by 10's sell for $2.00 each plus 6% for California residents. There is a 20¢ postage charge per photo. Concept also has a set of 72 Southern Pacific narrow gauge pictures available for $72.00 plus $3.00 for postage. Don't pass up this source of information. Write today for their listings of photographs. *Bob Brown*

Railroads of Hawaii
by Gerald M. Best
Golden West Books
P.O. Box 8136
San Marino, CA 91108

The so called sugar cane lines offer a wonderful facination for the lover of small locomotives and swaying palm trees. The books by J. Conde presented very complete coverage of the railways in the Hawaiian Islands both small and "large." Gerald Best's new book covers just the narrow and standard gauge *common carriers* and as such offers a further compilation of prototype information. Nine lines are described. The Kahului Railroad, The Hawaiian Railroad-Hawaii Railway, The Oahu Railway and Land Company, The Hilo Railroad-Hawaii Consolidated Railway, The Ahukini Terminal & Railway Company, The Lihue Railway, and The Lahaina, Kaanapali & Pacific Railroad. Whew! Complete rosters of these lines are provided. The Oahu Railway has a photo roster as well as a page of passenger and a page of freight car photos. I particularly enjoyed the pineapple cars and the converted coach. They made it into a motor car. In fact, they had two of these conversions. I also found the text enjoyable reading; Gerald Best is one of the best known authors of railroad books. You know his style. The end papers are by Harlan Hiney as is the dust jacket. Many of the photographs can be found in the J. Conde books, *Narrow Gauge in a Kingdom (1971), Sugar Trains (1973),* and *Sugar Train Pictorial (1975)* all Glenwood Publishers. However, most of the photos in Best's book are printed larger. Several are two page bleeds. I find this book to be a very worthwhile addition to my library. Along with the Conde books it presents the complete history of the lines of the Hawaiian Islands and it organizes the common carriers under one cover. The book sells for $21.95. *Bob Brown*

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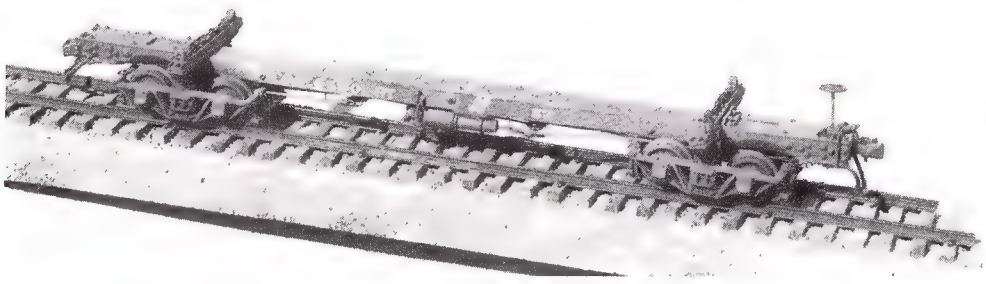

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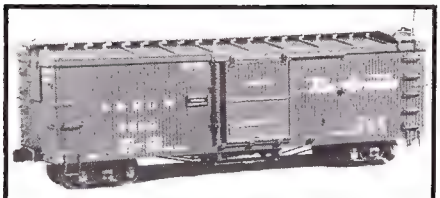

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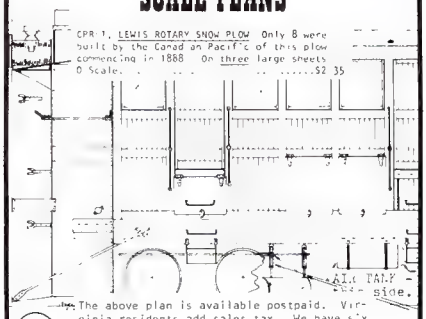
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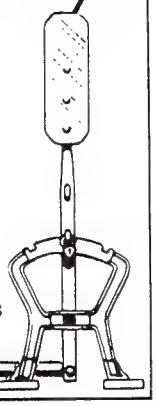

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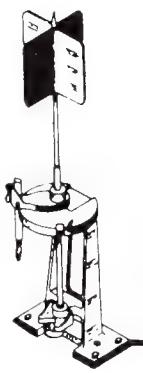

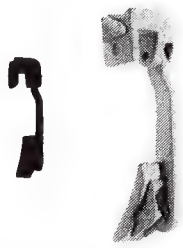

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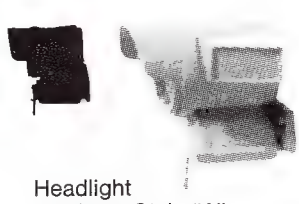

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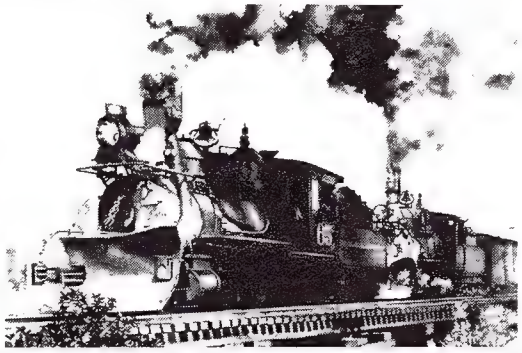

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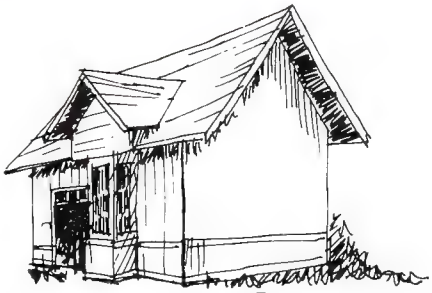

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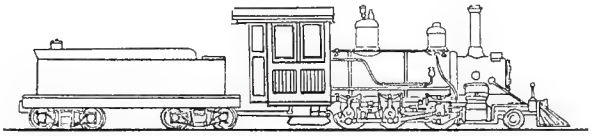

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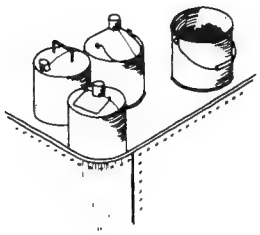

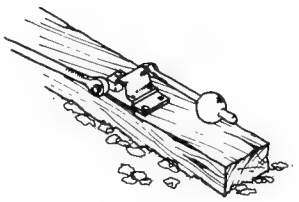

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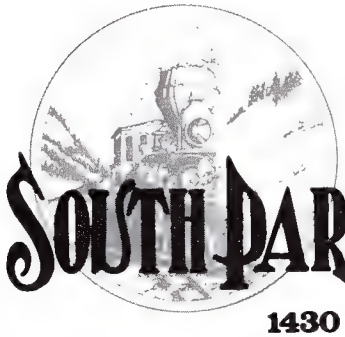

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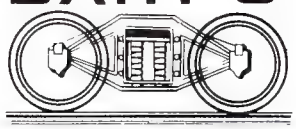

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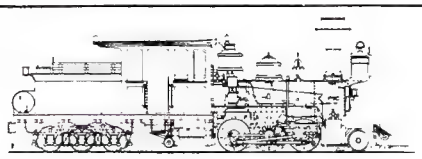

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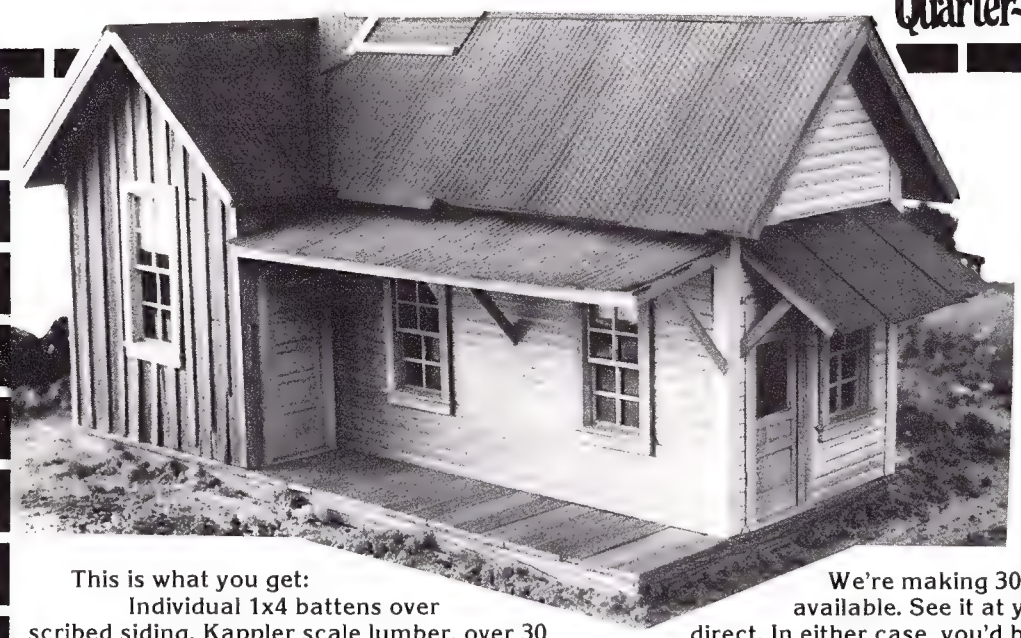

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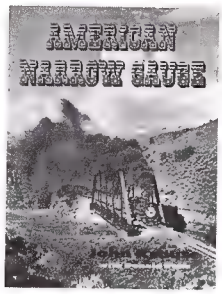

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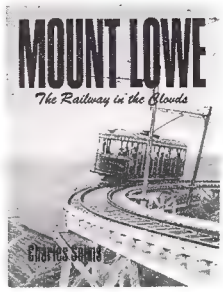

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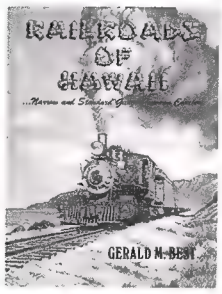

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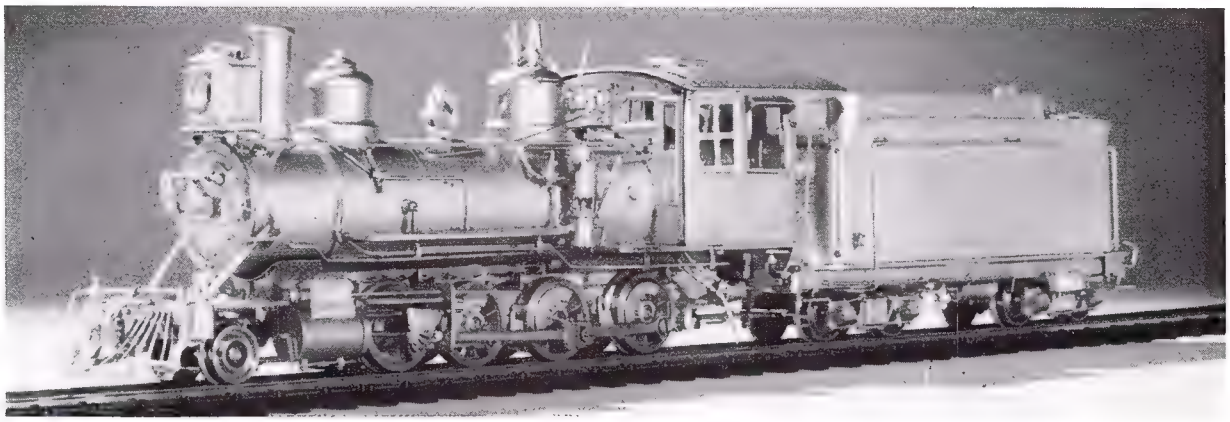

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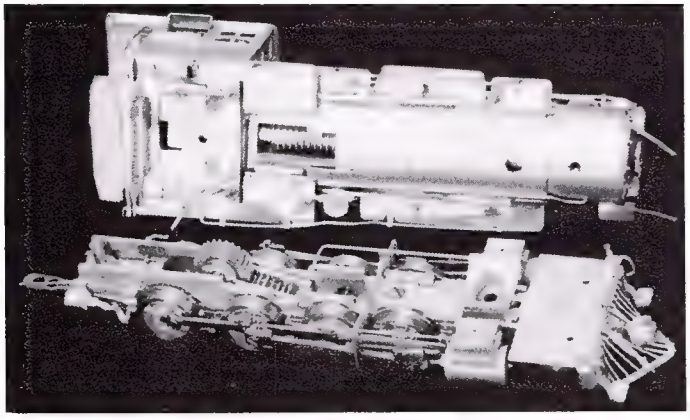

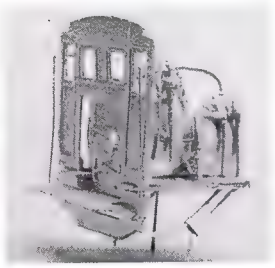

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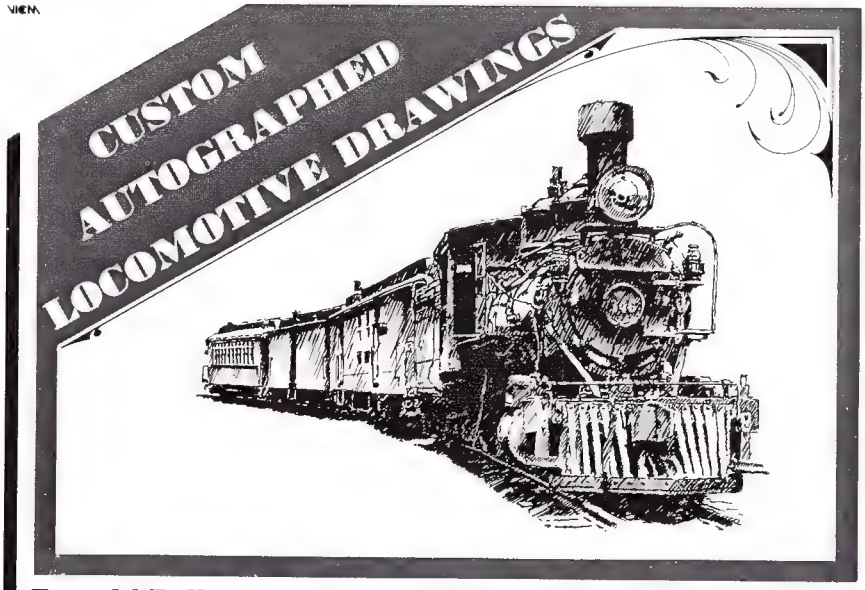

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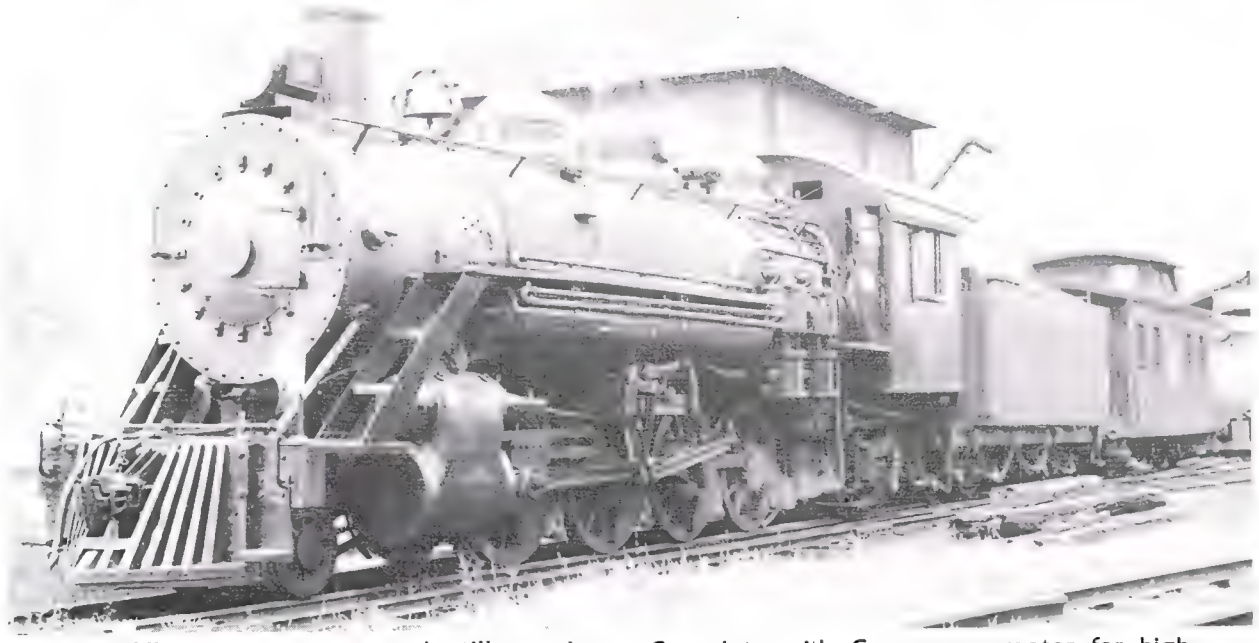

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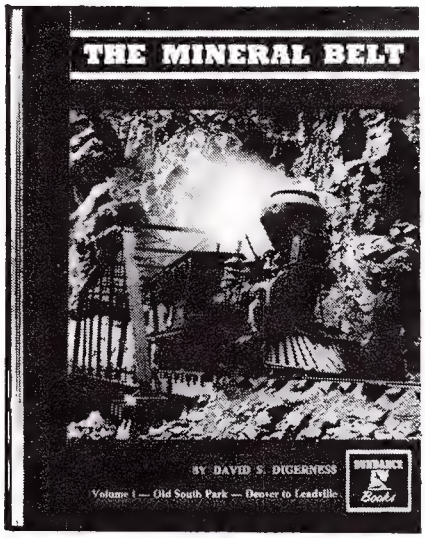

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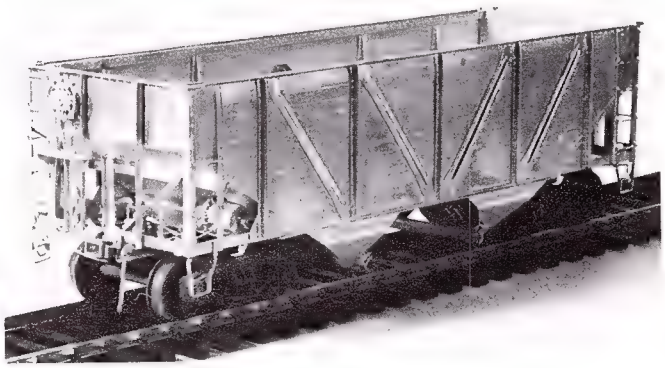

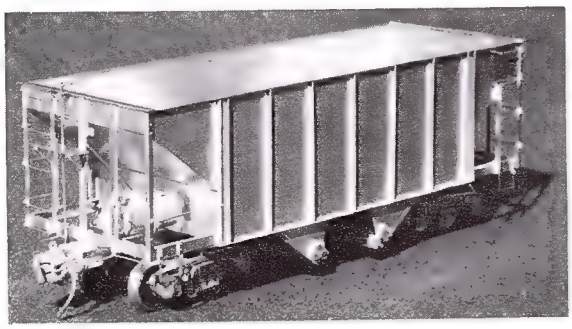

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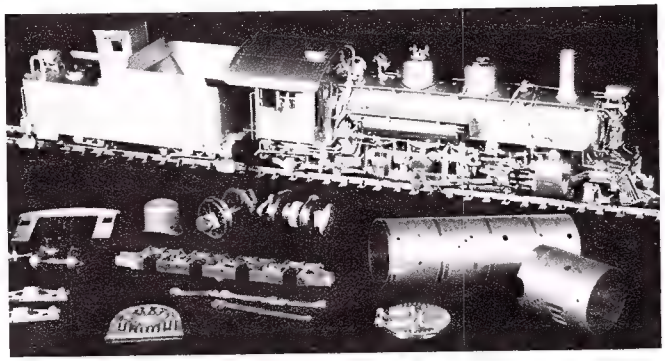

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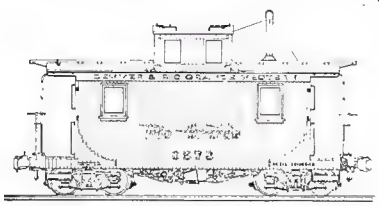

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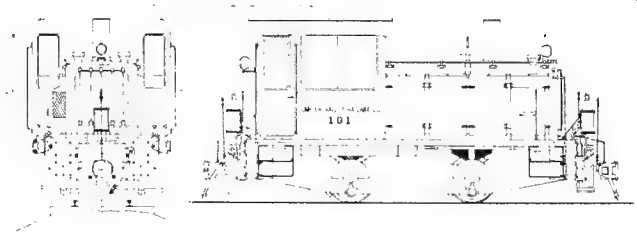

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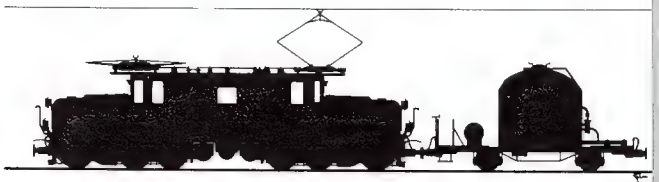

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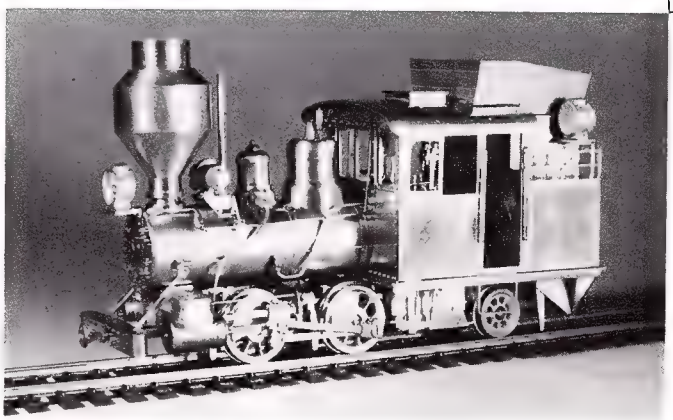

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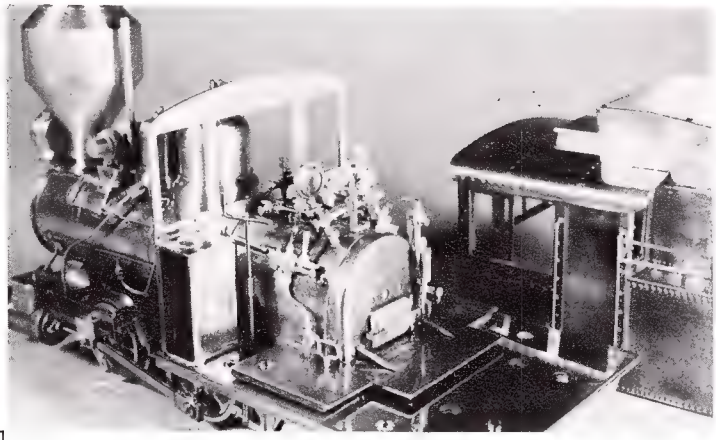

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FOR SALE: IHM K-27 #461. New TRO. $1100.00 or best offer. Chris Morgy, 557 1st Ave. #12, Salt Lake City, UT 84103. (801) 533-0247.

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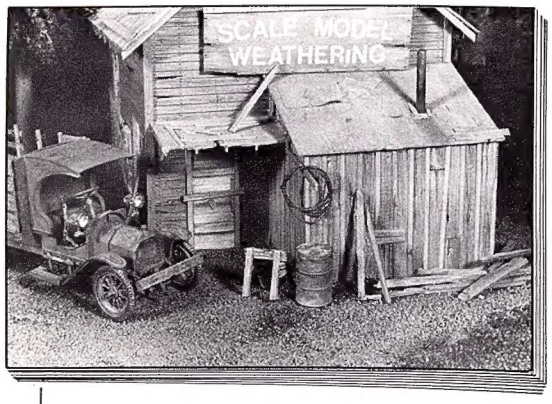

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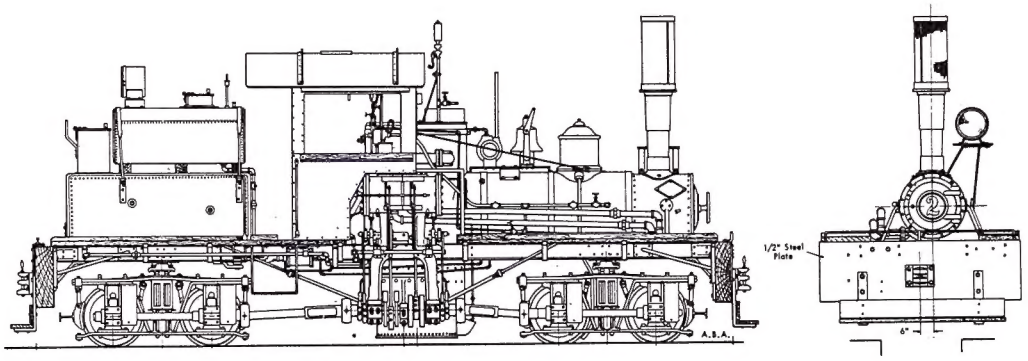

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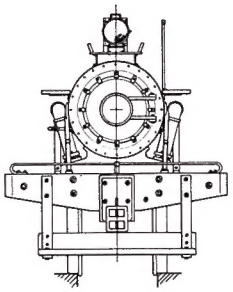

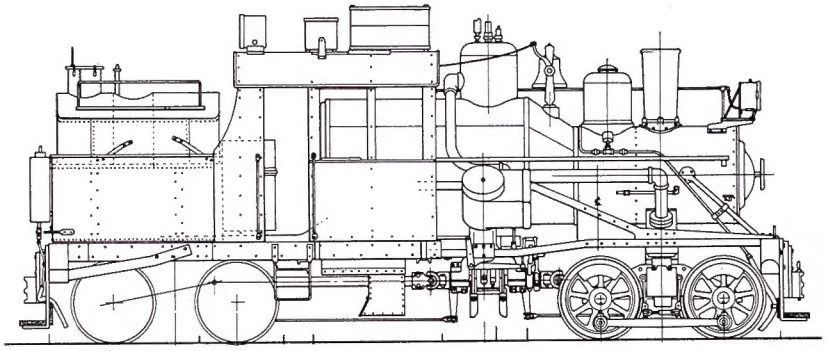

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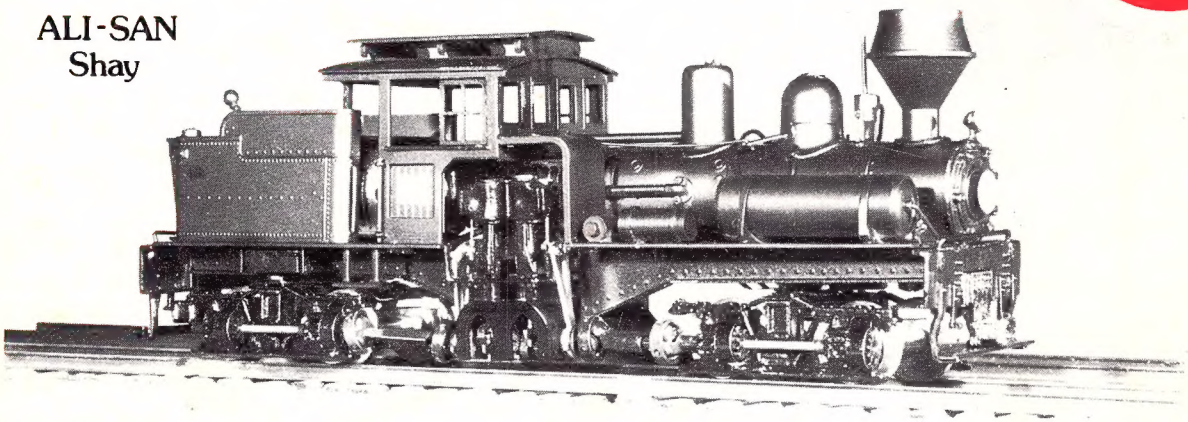
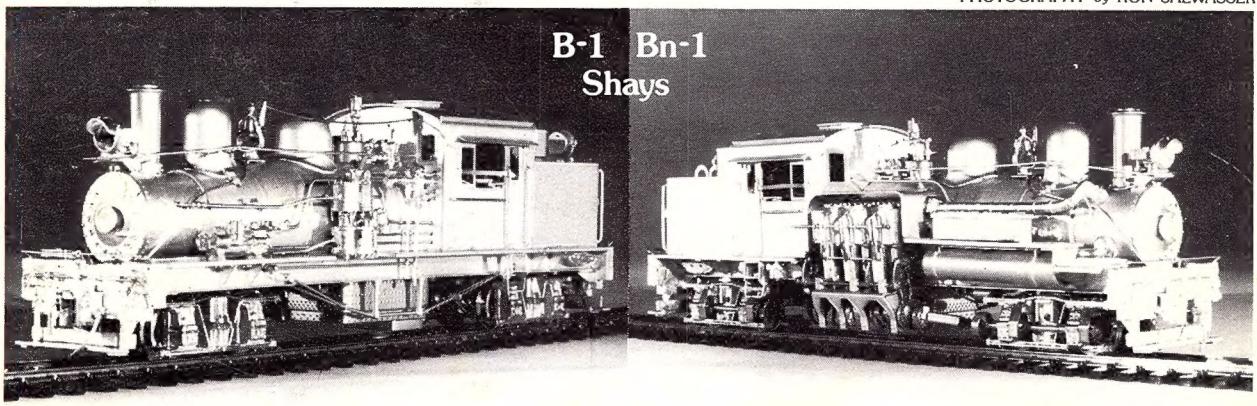


Your Westside dealer has a Shay for all seasons and a Shay for all reasons and a Shay for HO and HOn3. The last of the ALI-SAN Shays are here both in HO and HOn3. This is Westside's "mini" Shay, two cylinders and about 12 scale tons worth. Great for short haul and industrial service, this jewel comes complete with wood gift box.

PHOTOGRAPHY by RON SALWASSER.

B-1 Bn-1 Shays



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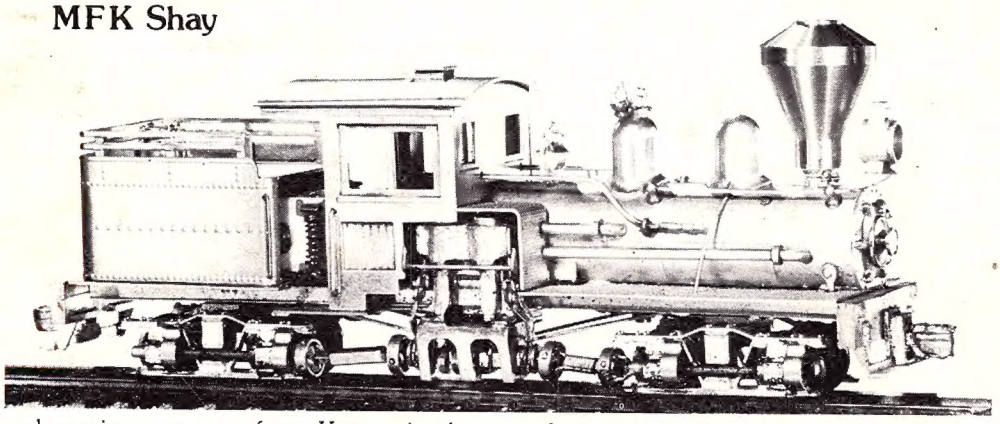
MFK Shay



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